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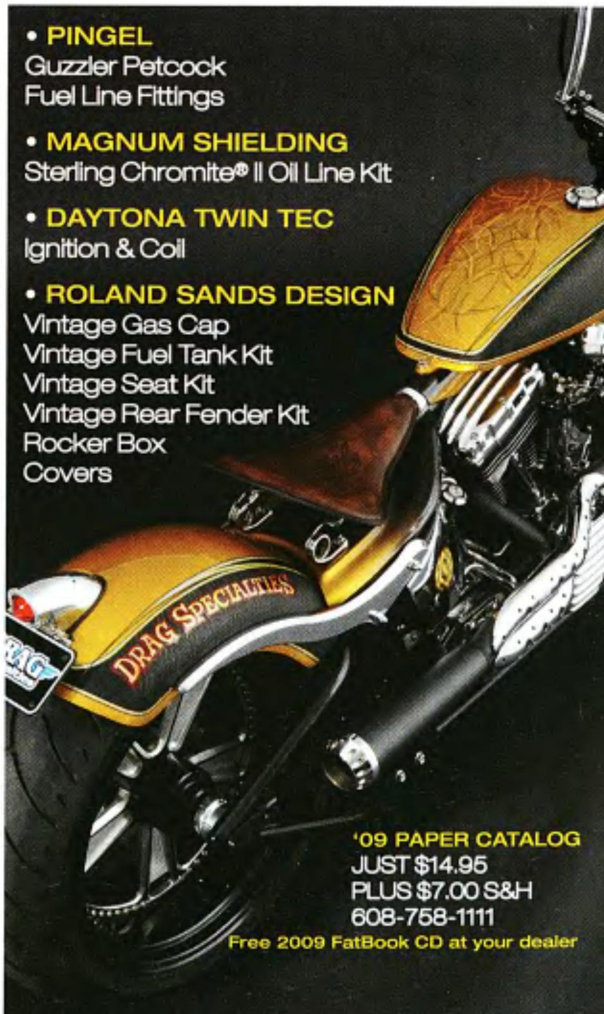

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Dash For Cash

A Hungarian bank lost nearly $30,000 when their armored car was struck by a prison van full of bank robbers. While firefighters were rescuing the prisoners from their burning van, people were seen driving up and grabbing the cash and speeding off with it. By the time the cops arrived, there was no money left at the scene. Police grilled all of the prisoners and they all denied having anything to do with the crash.

Facts On Women

A survey by Oxygen, a television network for women, found that 25% of women would rather win *America's Next Top Model* than the Nobel Peace Prize, yet 88% would give up their cell phone, jewelry and makeup to keep a friendship. Furthermore, 75% would be willing to shave their heads to save the life of a stranger, yet more than 25% would make their best friend fat if it meant they could be thin.

Toilet Chow

An inmate forced the evacuation of a prison in Washington State after attempting to heat a sausage in his cell's stainless steel toilet. A cooking fire sent his fellow prisoners fleeing to a dining hall in an adjacent unit until the fire could be put out. Meanwhile America's Top Prison Chef has been placed in segregation until the warden can come up with an appropriate punishment.

Break A Leg

A 66-year-old passenger arrived in the Barcelona airport in a wheelchair because of a broken leg. He was arrested when it was discovered that his cast was made entirely of cocaine. His luggage was also searched and more cocaine was stashed in six cans of beer and two folding stools for a total of 11 pounds of blow. Police believe that the man or his accomplices broke the man's leg on purpose so as not to arouse suspicion.

Confession Is Bad For The Soul

A man who feared he was dying after a stroke confessed to murdering his neighbor some 32 years prior. He wanted to cleanse his soul before heading to the "Great Beyond." Apparently the deathbed confession was premature. He got better and now has been charged for the murder.

Gay Duck Report

The last three blue ducks in Britain, one female and two males are on their way to extinction after zoo officials tried to unite either Ben or Jerry with Cherry. Unfortunately for the blue duck population, neither Ben nor Jerry seem to have much interest in poor Cherry, but the two males are described as inseparable, parading up and down their enclosure whistling to each other and displaying typical mating behavior, to the consternation of zoo officials.

A Marriage Interrupted

A man was due to be married and his bride-to-be's plans for a huge wedding: 500 guests, a Chanel gown, a new car and a Caribbean honeymoon, were driving him insane. Desperate to please her, he resorted to robbing a bank. After the money for the first robbery was spent in a day, he began robbing more banks, eventually netting more than $350,000 before being nabbed by an off-duty cop after fleeing one of his heists. He's now in jail and is probably very relieved to be there.

Smart Bird

A parrot in Colorado has been credited with saving the life of a toddler who was turning blue after choking on her breakfast. The parrot saw the tot in trouble and squawked "Mamma, baby!" and flapped his wings to get the babysitter's attention. The sitter was able to perform the Heimlich maneuver, but says the parrot is the real hero.

Smells Like Fish

A pet store in Philadelphia was expecting a shipment of fish from a supplier, but when they opened the box they found the dead body of a 65-year-old man instead. It had been scheduled to go to a laboratory in Allentown, but there was an "unfortunate mix up" at the airport. The news report didn't say what happened to the fish.

Egg-Induced Hard-Ons?

It is now being claimed that the smell of rotten eggs is "arousing" for men and could be used to create an alternative for Viagra for the one third of men who don't respond to the drug. Whatever happened to looking at dirty pictures?

Fight Club

A Texas school is in trouble after it is claimed that they staged bare-knuckle cage fights in locker rooms between unruly students. The teacher who blew the whistle on the operation and was fired for it, says, "It was gladiator-style entertainment for the staff... They were taking these boys downstairs to fight, and it was sanctioned by the principal and security."

Belly Button Lint Mystery Solved!

A government study claims to have solved the question of that age-old mystery; how exactly does belly button lint get there? Dr. Steinhauser, a top government researcher, has discovered a type of body hair that traps stray pieces of lint and draws them into the navel. His observations found that small pieces of fluff first forms in the hair and the hair's scales act like barbed hooks. The hairs grow in concentric circles, drawing them inward. Dr. Steinhauser, whose other projects have included monitoring the erosion of his wedding ring, said, "The question of the nature of navel fluff seems to concern more people than one would think at first glance."

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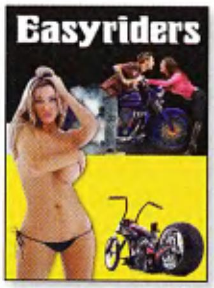

Sumax Bagger shot by Dino Petrocelli. Chopper Doctors' Kaos and the tempting Tatiana shot by Rick Hustead. Cover imaging by Jeff Biggs.

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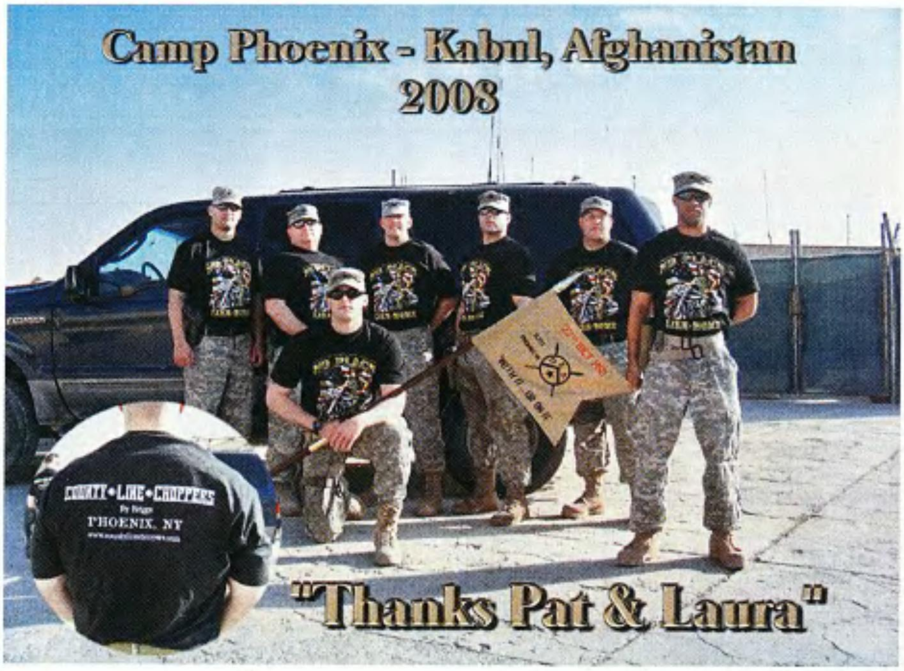

Shirts For Soldiers

Here's a photo of a group of soldiers stationed at Camp Phoenix in Afghanistan. I sent these shirts donated by County Line Choppers, also of Phoenix, New York, to Steve (my girlfriend's son) and his comrades overseas. Pat and Laura, owners of County Line Choppers, are the ones who built my custom motorcycle. They're special people!

The picture on the shirt is of a soldier on a motorcycle. The wording on the shirt reads "PROUD TO SERVE. BUT THERE'S NO PLACE LIKE HOME."

These troops all made it safely home around Christmas 2008.

John Janacek
Easy Syracuse, New York

Black Magic

Just got my renewal notice today. I was thinking back to the February 2008 issue (Page 56, "Black Magic"). There's the hottest woman that has ever graced the pages of *Easyriders*. If I could get some assurance that she would be in another issue this year, I will renew. I haven't seen anyone that comes close in thee pages before or since.

Cliff N.
Liberty, South Carolina

Well Cliff, the best we can do is show off the ample talents and hard body of this month's Easyriders *girl, the titillating Tatiana on Mickey Morisoli's Chopper Doctor's sled. Hell, she's got a balcony you can do Shakespeare off of. We hope she'll entice ya to keep readin'.*

Made His Day

I've been an avid reader and rider for years. Upon picking up the mail today, the only thing that made my day was my February 2009 issue of *Easyriders*.

I'm currently the proud owner of a 1999 Victory V92C and a 2005 Electra Glide Standard—love both the rides.

My favorite issue of your rag to date is No. 422 (August 2008) featuring the Road Rage and super hot Jaime. How many times in the history of your mag has the Fox Hunt winner actually gotten both the cover shot and the centerfold? Interesting trivia. Please respond.

Jaws
Milwaukee, Wisconsin

One of the cool things about Easyriders *is that our owner, Joe Teresi, still picks each and every cover. If he likes the Fox Hunt winner, he picks her for a cover. It has happened several times over the years, but it is a rare honor. In other words...we have no idea!*

A Dolled Up Bike

Here's my bike. As you can see it's a '98 Springer—all dolled up, but it didn't start out like that. It was originally owned by a tobacco-chewing granny, who worked in a flower shop and decided after a couple of years that bikin' wasn't for her (she's into sports car racing now!).

We call my bike "The Alien" as you can see by the paintjob that was done by Craig's Custom Cycle in Middleton, Pennsylvania. He's a big, burly man with a heart of gold—looks more like a lumberjack than an artist. He's one of the finest I know.

I gotta thank the boys at the steel mill where I work for some of the gadgets on my bike: Old Pretzelhead Cuswell, Hoppin' Hoover, and Baldie Reed—they threatened me with violence if I didn't put their names in this letter.

My Springer has been a great bike over the last 11 years (I didn't say perfect—we've had our share of problems). But to me there's nothing more perfect than The Alien and me ridin' down the highway.

Well, boys, it's February 1 and about 30 degrees out there, so it's about time to take a little ride. Like Roy Rogers said, "Happy trails to you."

Tom Whiteman
Lewistown, Pennsylvania

Old Glory

Regarding the letter published in the November issue, the Color Guard renders honors when the National Anthem is played or sung, when passing in review during a parade, or in certain other circumstances. In these cases the unit and departmental flags salute by dipping their flags. However, with the exception of a response to a naval salute, the United State's national flag renders no salute. This tradition comes from the 1908 Summer Olympics in London where countries were asked to dip their flag to King Edward VII: the American team captain Martin Sheridan refused, famously proclaiming: "This flag dips to no earthly king."

Ray "Rough Rider" Earley
Cyberspace

Since The Beginning

Been with you cats from the beginning—raising kids, building, riding and living the lifestyle. Then comes time for us to make a move, so we started boxing up our copies of *Easyriders*. That took months with all the thumbing through of the issues we had. Anyway, what has to be the baddest, slickest, most unbelievable bike ever (in our opinion) was the "Mystery Sled" (issue No. 60, June 1978). It was built over 30 years ago—the tech sheet is unreal.

Thanks for the memories. God bless our boys and girls over there.

The Kerrs
Newport Center, Vermont

Thanks for stickin' with us for all these years. We look forward to making you smile for the next 38 years!

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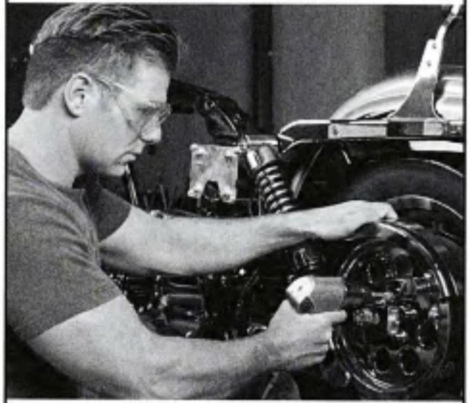

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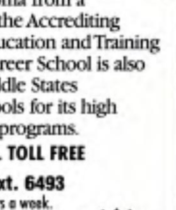

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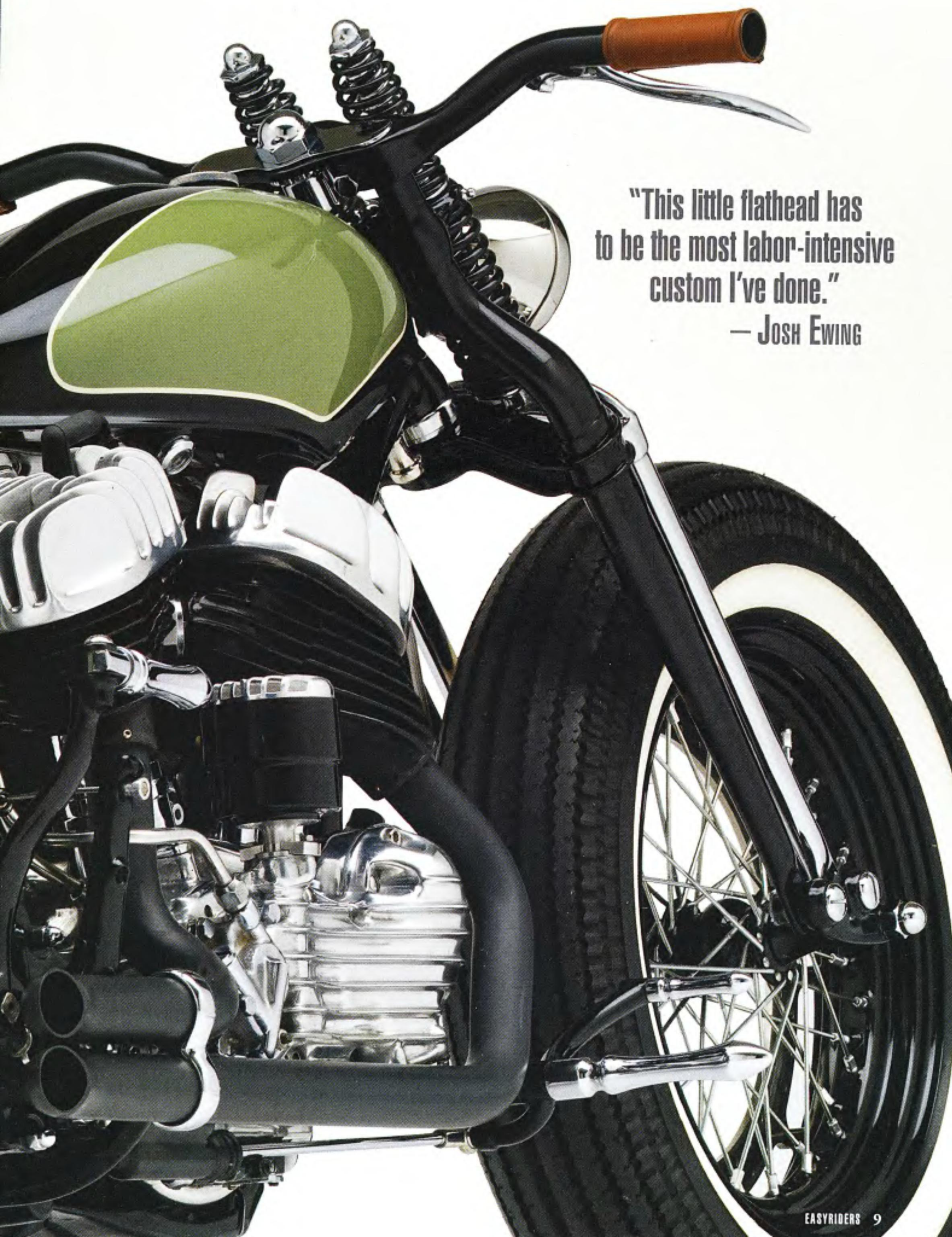
FAROUT FLATTIE

THE LITTLE BIG PROJECT

At a quick glance Marty Mitchell's '46 flathead comes off as just a simple, cut-down job on a classic 45-incher. But take a closer look.



"This little flathead has to be the most labor-intensive custom I've done."
— Josh Ewing

There isn't anything here that hasn't been touched, rubbed on, or modified in some way, and the list of hand-built specialty bits could fill a book. Josh Ewing isn't kidding when he says, "This little flathead has to be the most labor-intensive custom I've done."

It all began one day with a box of parts dropped off at Josh's shop, Ewing Kustoms in Roy, Washington. Marty had found a complete 1946 flathead Harley at a local dealership and took it apart to clean it. Disassembly was as far as he got before calling in help. Josh, who had previously built a Triumph custom for Marty, was the obvious choice for the job, and, as so often happens, things snowballed.

"You know how it goes," Josh continues. "Marty wanted me to reassemble the bike and get it running. But once you're in there all the 'why not's' start, and by the time we were done, virtually everything had been modified." The handlebars, hand levers, foot controls, sheet metal and most of the frame has all been either built from scratch or seriously changed around. Not strictly an old-school build in the classic sense, the bike incorporates a few trick updates, like perimeter disc brakes cleverly adapted to the ancient laced rims.

Josh also shortened the backbone a couple of inches, in the process lowering the steering head and dialing in more rake for the old '46 springer front end, which was shaved clean. All told, most of the frame tubing is brand-new, achieving a look and profile Harley never envisioned. "Basically," Josh says, "I cut the front of the frame off and just played around with the wheel and forks until I got the look we were going for. I made the frame to match that."

The engine that came with those boxes of parts turned out to be a gem. Sometime in the past it had been carefully rebuilt with polished cases. After its carburetor was set right and all the brass polished the little flattie ran like a top. A fresh set of aluminum heads were screwed on top.

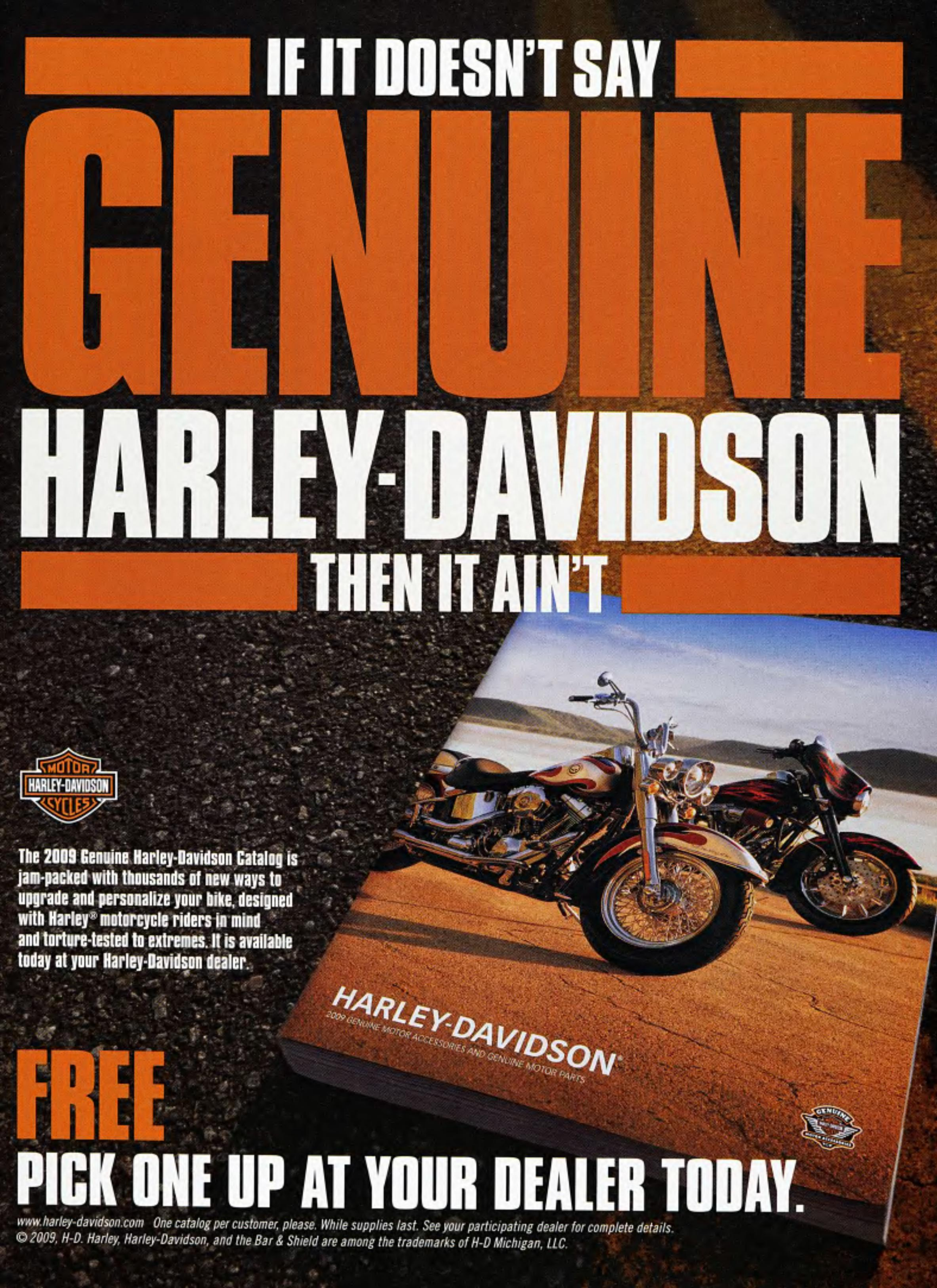
Turning back to the fabrication, Josh made the gas tank, oil tank and the seat with a hidden spring in the center tube and he whipped up that rear fender.

Not stopping there, the license plate mount, the chain guards and primary covers, the exhaust and the air cleaner were all handmade, as well. The two-tone green and black paint scheme came as a nod to tradition, like maybe a production Harley-Davidson color combo of the era.

Harley's little '46s are pretty small to start with, and this one's even smaller. But it's not an uncomfortable ride, even for someone 6 feet tall. "It's just a fun bike," Josh says. "One of those things you should put in your living room and take out on sunny afternoons."

—Joe Kress

The bike incorporates a few trick updates, like perimeter disc brakes cleverly adapted to the ancient laced rims.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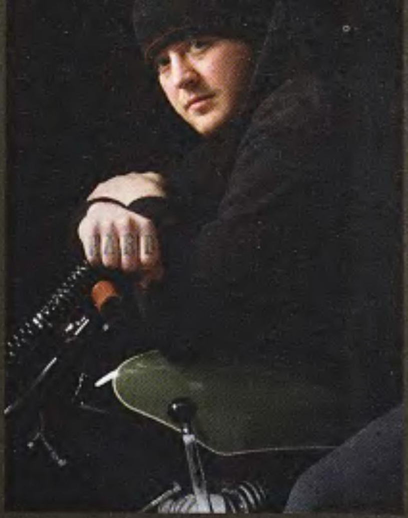

Owner: Marty Mitchell
City: Tacoma, Washington

GENERAL
Designer: Ewing Kustoms
Year/make: 1946 Special Construction
Model: hand-built
Assembly: Ewing Kustoms
Time: 1 year
Chroming: Maranatha Plating

ENGINE
Year and make: 1946 Harley-Davidson flathead
Displacement: 45 cubic inches
Ignition: Mallory
Carb: Linkert
Air cleaner: Ewing Kustoms
Pipes: Ewing Kustoms

TRANSMISSION
Year/make: 1946 Harley-Davidson
Shifting: 3-speed

PAINTING
Painter: Byers Custom
Type/color: PPG/black/green

FRAME
Year/make: 1946 Harley-Davidson/ Ewing Kustoms
Type: rigid
Rake: 45 degrees
Stretch: minus 2 inches

ACCESSORIES
Handlebars: Ewing Kustoms
Handlebar controls: Ewing Kustoms
Fenders: Ewing Kustoms
Headlight: Model A Ford
Taillight: Ewing Kustoms
Pegs: Ewing Kustoms
Foot controls: Ewing Kustoms
Gas tank: Ewing Kustoms
Oil tank: Ewing Kustoms
Seat: Ewing Kustoms

FRONT END
Type: Springer
Builder: Harley-Davidson/Ewing Kustoms

WHEELS
Make: Harley-Davidson/Ewing Kustoms
Size: 16-inch
Tires: Shinko
Brakes: perimeter disc/PM/Ewing Kustoms
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TRAIL OF TEARS

For those of you who may not know the story behind this three-day ride, what it represents and those who it honors, we thought a brief history lesson might be in order.

Over 200 years ago, Native American Indians ran this country with a passion, love and respect for the land that has since not been seen. In our government's infinite wisdom, the "suits" of those days passed the Indian Removal Act of 1830. It was decided that all Native Americans would be better off on reservations. Better off for "who" is debatable, but the country obviously wasn't big enough for all of us. The government's armies forcefully marched the Seminole, Cherokee, Chickasaw, Creek and Choctaw tribes from their homes in the Carolinas, Georgia, Florida and Alabama along a trail that eventually reached into the Oklahoma Territories. The action was brutally enforced and, for many Indians of the Eastern United States, a sad, agonizing end to life followed. The road they traveled to reach these reservations came to be known as The Trail of Tears and an estimated 10,000 Native Americans died along the route.

The current day Trail of Tears motorcycle ride was started by a small group of guys, eight to be exact, headed up by Bill Cason, founder and leader of the event for the last 14 years. Bill and his seven pals started the very first ride in Tennessee and finished up in Alabama with 100 additional riders.

The ride has evolved into one of the

biggest events in the Southeast. It starts from two points; one group heads out of Georgia, the second from Cherokee, North Carolina. After joining forces in Eastern Tennessee, these two groups roll into Chattanooga together. There, the united group is joined by Bill and the Tennessee crowd, bringing the total rider count to approximately150,000 and making the annual Trail ofTears Run the largest organized, multi-state motorcycle ride in the country. The ride then continues to Alabama and eventually

finishes in Oklahoma, just as those they are honoring did. Many of the roads travel over of the very same paths the Native American's were forced to walk over 200 years ago.

While the ride spawned from a sad history, today there is much along the route worthy of appreciation. The countryside this ride moves through is mindblowing. This is where they must film all those motorcycle ads and commercials you see and wonder about. Do places like that still exist? Well, yes they do and they start here in this neck of the woods. Rolling through the Tennessee mountains along these picturesque winding roads makes for an awesome ride. The 15th annual ride was blessed with some great riding weather, only having to deal with a little rain for a small stretch along the way.

After a long day in the saddle, the end of each day's ride wraps up with a rally party with live bands, 50/50 raffles (the proceeds go to Indian education and scholarship funds) and some great food. There ain't no barbecue like southern barbecue.

The local Indian tribes thanked and blessed the riders each day in the fashion of their ancestors with demonstrations of their tribal dances for war, peace, good luck and forgiveness.

The annual run has also attracted the attention of locals from the cities and towns along the route. Hundreds line the roadsides to watch the parade of motorcycles and cheer the riders on. The line of motorcycles stretches for over 35 miles and takes 45 minutes to pass.

This trail, once ghostly and cruel, has become a reason for celebration in these parts. *—Don Rogers*

Photos: Don Rogers

Russ Brown
&
Chuck Koro
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Chopper Wars

EASYRIDERS MAGAZINE EDITOR ON HISTORY CHANNEL

Our own Dave Nichols (below), editor-in-chief of *Easyriders* and *V-Twin* magazines and host of the SPEED Channel's V-Twin TV (currently in syndication all across the country), will be the celebrity judge on the History Channel show *Chopper Wars,* which is filming now. The show is about two different custom motorcycle shops that will each build a custom bike based on a World War II fighter plane. Dave, along with world-famous custom bike builder Arlen Ness, will decide which bike wins the competition.

Television producer Hugh King is at the helm of this project. Hugh is famous for producing *Motorcycle Mania I, II* and *III* as well as *Monster Garage*, and *The Great Biker Build-Off* series for Original Productions, which aired on the Discovery Channel.

King is producing the pilot show through Half Yard Productions and the History Channel is considering making *Chopper Wars* an ongoing TV series. Watch local listing for dates and times.

—*Groana Bearit*

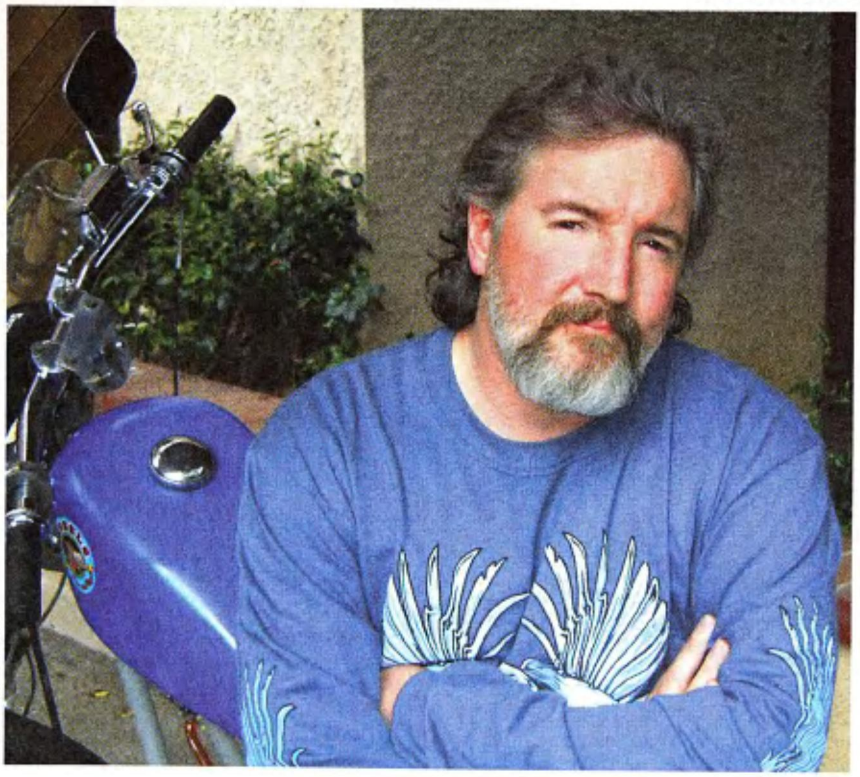
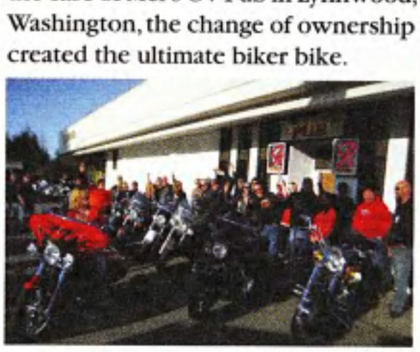


Photo: Kim Peterson

Biker Friendly Bar

MEL'S OV PUB IS THE BEST!

Years ago, we used to publish a book by our roving reporter Rip in which we listed biker friendly bars around the country. Naturally, a bar's status changes with the owner and in the case of Mel's OV Pub in Lynnwood, Washington, the change of ownership created the ultimate biker bike.



Photos: Arne Ternsen

Mel worked as a bartender at another favorite local haunt, saved her tips and bought the Old Village Pub a few months ago. She immediately painted the inside orange and black, put out a call to all her biker bros and the rest is history.

As you can see from the photos, every day is a good day to ride to Mel's. If you're riding in the great northwest, drop by Mel's. You might just meet the editor of *Easyriders*. As Rip used to say, Mel's mighty easy on the eyes. Check out www.melsov-pub.com or call 425-778-1230 for more info.

—*Phantom*

Coast To Coast

Biker News

CONGRESSIONAL COMMITTEE APPROVES BILL TO PROTECT HEALTH INSURANCE FOR RIDERS: On March 4, by voice vote, the House Energy and Commerce Committee passed bipartisan legislation to strengthen health insurance coverage for injuries incurred while participating in legal recreational and transportation activities, such as motorcycling, riding ATVs, snowmobiling and horseback riding.

"This bill requires health insurance companies to be up-front and honest with their policy holders when limitations or restrictions are placed on benefits," said Rep. Bart Stupak (D-MI), who introduced the measure with Rep. Michael Burgess (R-TX). "Many Americans are unaware that their health insurance may not cover injuries resulting from certain recreational activities because their policy is unclear or overly broad."

H.R. 1253, the Health Insurance Restrictions and Limitations Clarification Act of 2009, would establish new disclosure rules requiring health insurance plans to provide a description of limitations and exclusions in their policies. Specifically, the bill requires that coverage exclusions must be "explicit and clear" and that they must be disclosed to plan sponsors in advance of the point of sale. The bill further requires that plan sponsors and insurers must disclose such coverage exclusions to enrollees "in a form that is easily understandable" both before enrollment and upon their enrollment at the earliest opportunity that other materials are provided.

In January 2001, a rule was issued that created an inadvertent loophole in the Health Insurance Portability and Accountability Act (HIPAA). Because of the way the rule was written, it has allowed insurers to deny health benefits for a covered injury resulting from participation in recreational activities such as skiing, horseback riding, ATV riding, snowmobiling and motorcycling. In many situations the exclusions are unclear or overly broad, creating confusion for those who engage in such activities.

Stupak is a senior member of the House Energy and Commerce Committee, which has jurisdiction over health policy. H.R. 1253 awaits consideration by the full House of Representatives, which previously approved the legislation in September 2008, but the bill was not considered by the Senate in the 110th Congress.

KIDDIE BIKE BAN COULD COST BILLIONS: The new lead content rules that have banned the sales of many youth motorcycles and all-terrain vehicles could cost the industry over $1 billion in lost economic value this year predicts the Motorcycle Industry Council. Last year, more than 100,000 of the youth-oriented vehicles were sold. Today, more than 13,000 dealers nationwide are stuck holding onto millions of dollars in inventory as the off-road industry now finds itself crippled and rather confused in the destructive wake of the CPSIA in an already harsh economy.

Motorcycle dealers across the country are fuming, saying the ban couldn't have come at a worse time, making sluggish sales in a tough economy even tougher. Powersports manufacturers are advising their dealers to pull the banned models off the sales floor or risk heavy fines under the Consumer Product Safety Improvement Act of 2008, which took effect February 10.

"Suck 'em? I wanna spin 'em like propellers!""

Intentionally or inadvertently, the CPSIA has effectively banned the production, importing and sale of children's motorcycles and ATVs because certain parts of the vehicles unavoidably contain more lead than is deemed allowable on children's products, for instance battery terminals, brake components and valve stems, and the CPSC has interpreted this to mean that OHVs (off-highway vehicles) present a lead-poisoning threat to children 12 and under. Not only can they not sell the new vehicles, but they're not even allowed to sell parts for them.

Dealers from every corner of the country and other concerned individuals have flooded the CPSC and Congress with calls, e-mails and more than 100,000 letters complaining about the new law and urging support for exclusions from the act for powersports vehicles, parts and accessories.

They claim in part that the lead present in their products pose no health risk to children because the only interaction would be by hand, not mouth, and that a toxicologist study reveals that exposure is substantially less than the intake of lead from food and water.

SMOG CHECKS MAY INCLUDE MOTORCYCLES: SB 435, introduced by California State Senator Fran Pavely (D-Beverly Hills), would include motorcycles in the state's Smog Check Program. In a review of the Smog Check Program, the California Inspection and Maintenance Review Committee's recommendations included "implement a non-loaded mode biennial Smog Check inspection on motorcycles."

In a brief explanation of their strategy, the report states:

Include motorcycle inspections as part of Smog Check. Studies indicate that motorcycles are subject to high rates of exhaust system tampering which subsequently increases the vehicle emissions."

Existing law exempts motorcycles from inspection "until the department implements test procedures applicable to motorcycles," which the legislation seeks to accomplish. If passed, the law would take effect January 1, 2012, and

cover all on-highway motorcycles model year 2000 or newer.

Opponents say the bill is simply a thinly veiled attempt to levy yet another fee to offset the state's record budget deficit and point to a recent raid of the OHV trust fund of $90 million dollars for non-OHV related expenditures. The bikes potentially affected are in fact the cleanest in the nation, having already been required to meet the stricter California CARB emissions standards years prior to similar requirements being adopted nationally by the federal EPA.

For a long time the Golden State has been granted special waivers from the Environmental Protection Agency to enact stiffer emissions regulations for autos and motorcycles. During the Bush administration, a dozen other states requested EPA waivers to increase their own regulations to match California's, but were denied. It is expected that the new Obama administration will reverse this decision, which may lead to variable emissions rules from state to state for automobiles, and potentially for motorcycles.

WIERD BUT TRUE — SAFETY BELTS FOR MOTORCYCLE RIDERS: A client for InventHelp, America's largest inventor service company, has designed a safety belt for motorcycle and ATV riders.

According to the company, the inventor from Portland, Oregon, has patented an accessory that would help passengers of open-air vehicles hold on to the operator.

"Riding on motorcycles, ATVs and personal watercraft can be a thrilling, enjoyable pastime, but many passengers find it difficult to maintain a secure grip on the vehicle's operator," according to a press release.

"Safety Grips" may prevent passengers from falling off a vehicle due to a poor grip. This invention also eliminates the need to hold onto the operator's clothing or the vehicle.

The Safety Grips consist of a nylon, padded belt that is secured via hook-and-loop fasteners. Sewn into the rear of the belt are a pair of upright handles facing the passenger. In use, the operator would adjust the belt to fit his or her waist, and the passenger grips the handles throughout the duration of the ride.

The inventor, a sports enthusiast, was inspired to create the Safety Grips after an off-roading trip. "We used this belt while riding quads on sand dunes at the beach, and we got a lot of positive feedback from both passengers and operators," he said.

RIDE SMART – MOTORCYCLES IMPROVE BRAIN FUNCTION: Riding motorcycles helps keep drivers young by invigorating their brains, the scientist behind popular "Brain Training" computer software said recently, citing a new scientific study. "The driver's brain gets activated by riding motorbikes," Japanese neuroscientist Ryuta Kawashima said after his research team and Yamaha Motor conducted a string of experiments involving middle-aged men. This is attributed in part by the heightened alertness required when riding.

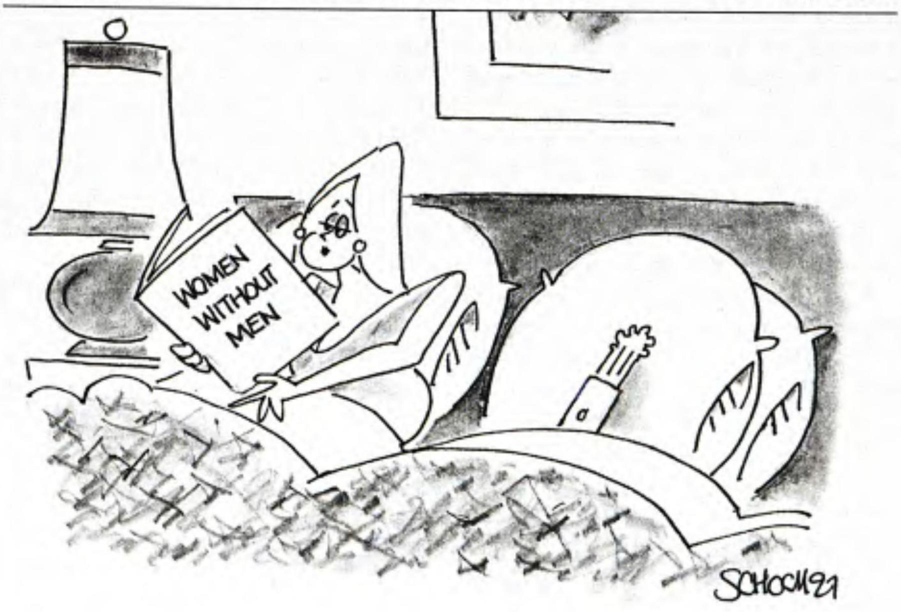
"In a convenient and easy environment, the human mind and body get used to setting the hurdle low," he warned. "Our final conclusion is that riding motorcycles can lead to smart aging."

Kawashima is the designer of "Brain Training" software, which incorporates quizzes and other games and is available on the Nintendo DS game console under the name "Brain Age." A self-professed fan of motorcycles, 49-year-old Kawashima cited a study conducted jointly by Yamaha and Tohoku University, for which he works.

One experiment involved 22 men in their 40s and 50s who held motorcycle licenses but had not operated a cycle for at least a decade. They were randomly split into two groups, with one asked to resume riding motorcycles in everyday life for two months, and another that kept using bicycles or cars. Kawashima says research showed the motorcycle-riding team demonstrated improvements in memory, space recognition and other functions of the prefrontal area. The area covers memory, information processing and concentration functions. "The group that rode motorbikes posted higher marks in cognitive function tests," Kawashima said. In a test requiring the men to remember a set of numbers in reverse order, the riders' scores jumped by more than 50% in two months, while the non-riders' marks deteriorated slightly, he said. The riders also said they made fewer mistakes at work and felt happier.

"Mental care is a very big issue in modern society," said Kawashima. "I think we made an interesting stir here as data showed you can improve your mental condition simply by using motorbikes to commute."

Kawashima has also authored *Train Your Brain: 60 Days to a Better Brain*, and has teamed with Toyota to help develop cars designed to help seniors drive safely. *—Bill Bish, NCOM*



Shop Smart
Save Money And Support Your Local Shop

We've all done it. You get a hankering for a new piece of gear so you motor on over to your local shop to check out the fit and see if it's what you really need. Your next move, if you decide you want to buy the gear, is to go home, jump online and order it from an Internet seller or from eBay at 35% less than the dealer down the street was demanding. Smart shopping, right?

Well, maybe it used to be that way. But no longer do you have to slink out of the shop, go home, place the order online, choke when you see the shipping charge and burn out the porch light while waiting for the UPS guy to drop a crushed carton from a no-returns online vendor at your front door. Good ol' fashioned bike shops and even some Harley dealers, have heard the message loud and clear.

Shoei Me Something

Here's how I discovered the world has changed. A short while back I decided I needed a new brain bucket for an upcoming Grand Canyon tour, so I did my research online and decided I wanted a matte black (I do ride a Harley, after all) full face. After narrowing down my choices to Shoei or Arai (expensive, but I have a very valuable noggin), I went to a local dealer that carries both brands to try them on for size, fully intending to make my purchase online.

The Arai was nice but a little pricey and I didn't like the way the face shield attached, so I settled on a size large Shoei. I already know the online price, which was almost $100 lower than the shop's sticker price. As I was leaving the store, the parts manager asked why I wasn't buying the helmet. Ordinarily, I would have mumbled something about needing to think it over. But this time I thought, "What the heck," and replied, "Because you want almost $100 more than I can get it for online and that's a lot of money any time, but especially now."

In the old days, any self-respecting parts guy would have replied, "Then go for it, man. I don't discount." This time, however, what I got back was, "If you can show me online where you can get it for $100 less, I'll sell it to you at that price." Long story short: I did, and he did, and I walked out of the shop with a new, UPS-free helmet.

If You Need to Ask...

The thing is, we've been "trained" by dealers to not ask for a discount, because over the years we've learned that we're not going to get one unless we go the Internet route. According to David Alcorn, parts and accessory manager at Thousand Oaks Honda in Thousand Oaks, California, "People just assume that you won't match prices. They're generally not aggressive [about price shopping]." Alcorn won't match online closeout prices, but in keeping with a theme echoed by other dealers, he's willing to be "flexible."

Other dealers have taken a slightly different tack. Dr. V-Twin, a Sherman Oaks, California, Harley parts and accessories dealer, sells online and sponsors a popular Harley forum, but they also give walk-ins the benefit of online pricing without haggling. Says Dr. V-Twin partner Al Nazari, "We don't believe in the "Harley tax" that most dealers charge.

Al Nazari, Dr. V-Twin.

Doug McGuire, Old Road Harley-Davidson.

David Alcorn, Thousand Oaks Honda-Suzuki.

Photos: Phillip Pearl

We opened up because we think the markups on this stuff are ridiculous."

All Aboard?

Of course, not everyone is on board the new economic-reality train, so you'll have to choose your dealers carefully if price is your sole criteria. Some dealers feel that other considerations outweigh price alone. Steve Olmon, owner of High Octane Powersports in Thousand Oaks, California, won't do price matching. "That's just not our thing," says Olmon. "We live in a small community here. What if one person pays a certain price, then finds out someone else paid a lower price? We don't want to get hammered on prices."

However, even some Harley dealerships—never hotbeds of discounting—are having to hedge their bets a little. Doug McGuire, general manager of Old Road Harley-Davidson in Santa Clarita, California (formerly Van Nuys H-D), lays out some of the pitfalls of online purchasing, such as incomplete orders, next-to-impossible returns and blemished products as reasons to buy locally. Like most Harley dealers, he's extremely reluctant to discuss discounting except in the vaguest terms.

"We're about three things," says McGuire, "price, quality and service. We'll always try to earn customers' business with quality and service before discounting prices." That said, McGuire continues, "We'll listen to the customer, and we can be flexible on a case by case basis." There's that word again: flexible.

What's a Friend Worth?

One of the things some sellers fear is that if they offer you a discount once, you're going to expect a discount on every purchase you make. But several others pointed out they would rather give up 10% on a sale than risk losing the entire sale altogether. If it takes better prices to retain customer loyalty nowadays, so be it.

Don't be shy. Ask for the discount, but be reasonable. Find out what the online price is, understanding the difference between a valid online store price and an eBay scam. Print out the page and take it with you when you go shopping. Be firm but polite. And don't shrink from paying a few dollars more than the online price. Your local seller is your neighbor and a few extra bucks may be a small price to pay to build a relationship and make him your friend. That is a dividend that will pay off time and time again.

—Phillip Pearl

David Alcorn
Parts and Accessory Manager
Thousand Oaks Honda-Suzuki
805-371-3000

Steve Olmon
Owner
High Octane Powersports
805-230-3185

Al Nazari
Dr. V-Twin
818-501-8946

Doug McGuire
General Manager
Old Road Harley-Davidson
(Opening soon)

EASYRIDERS' GUIDE TO WHEELS & TIRES

THINGS THAT GO 'ROUND

It seems that every time we look, there are new wheel designs that we've never seen before. There are no limits to the human imagination when it comes to wheel design. Motorcycle tire technology continues to advance as well, and tires are gripping better and lasting longer than ever before. Here are a few examples to get your wheel lust turning. *—Kit Maira*

AVON COBRA

Avon has created a new range of tires in their Cobra series. Avon applied advanced manufacturing techniques from its sport technology to the Cobra. Wide Custom Tread Arc (WCTA), is Avon's new tire profile that gives Cobra nimbleness once reserved for agile race bikes. To improve handling in wide sizes, Avon used its A-VBD (Advanced-Variable Density Belt). This technology utilizes a jointless belt of ultra-strong material. Around the carcass, strands are wound closely at the tire's center for stability and wear resistance. On the shoulders, fibers are progressively spaced, giving a compliant contact at lean. These tires are designed for the power cruiser, touring and custom market and are available in 20 sizes.

Avon Tyres
800-624-7470
www.avonmotorcycle.com

DOMINATOR-6 BILLET WHEELS

Custom Chrome's latest RevTech wheel offering includes their new Dominator-6 billet wheels. The Dominator-6 features a very sharp look with a different twist; it has six machined spokes. Most billet motorcycle wheels have an odd number of spokes: three, five or seven. The 6-spoke arrangement is way cool. Also available are Dominator-6 rotors and drive pulleys to complement the wheels. Like all RevTech wheels, the Dominator-6 wheels are forged from high-strength aluminum. The rough forging is then machined to the 6-spoke design. The wheels are a modular design which allows for the use of interchangeable center hubs. All of the wheels' centers are machined to the same size and a series of interchangeable hubs can then be bolted to them. This way, RevTech can offer a wheel design for multiple motorcycle models. Once a hub is bolted onto a wheel, the assembled parts then fit a specific model.

Custom Chrome
866-888-5980
www.customchrome.com

NEW MAGNUM 5 CUSTOM WHEELS

Inspired by the feel of a large-frame revolver, the new Magnum 5 Custom Wheel (P/N 43621-09 front and P/N 43636-09 rear, $599.95 each) from Harley-Davidson will add impact to many Dyna models. This one-piece cast aluminum wheel is finished in brilliant chrome and features 15 individual spokes that converge to form five distinct columns. The cast-in "rivets" visually tie the oval cross-section spokes to the rim and the hub. The 19-inch Magnum 5 front wheel fits 2006-later Dyna models (except FXDWG and FXDF). The 17-inch rear fits 2006-later Dyna (except FXDF) and 2000-2007 FXSTD models. Requires separate purchase of model-specific wheel installation kit. Installation on models equipped with original equipment laced wheel will require separate purchase of floating brake rotor (P/N 44553-06A).

Harley-Davidson
800-443-2153 • www.harley-davidson.com

BIG BEAR CHOPPERS WHEELS

All Big Bear Choppers wheels (above) are made in California from American materials and CNC-machined from one-piece aluminum forgings. All wheels come complete with hub, sealed bearings and valve stem. These wheels are the standard designs you'll see on BBC's popular production motorcycles. Each BBC wheel design boasts a unique style that is sought out by motorcycle enthusiasts that want that cool custom attitude with the Big Bear brand. They are available polished or chromed. Sizes are 21 x 2.15 inches for the front, and 18 x 8.5 or 10.5 inches in the rear.

Big Bear Choppers
909-878-4340
www.bigbearchoppers.com

BILLET BOYS WHEEL ASSEMBLIES WITH AKRONT RIMS

Complete custom wheel assemblies from Billet Boys feature the legendary Akront rims and Billet Boys' aluminum hubs. The rims have Akront's custom "MTR" cross-section design. The hubs are machined from 7075 aircraft grade aluminum, and the spoke flanges are designed to handle today's high horsepower motors. The rims and hubs are available with either show-chrome, polished or powdercoated finish. They can be laced with several styles of custom heavy-gauge spokes, in 40-spoke configurations. All rims are DOT approved, and are available in 16- to 24-inch sizes, in widths from 2.15 to 5.5 inches.

Billet Boys
866-930-1014
www.billetboys.com

METZELER ME880

The Metzeler's ME880 family of tires is available in 79 sizes to fit all Harley-Davidsons and most customs. All ME880 tires perform with outstanding feel, feedback, comfort and confidence. With zero growth at speed, they allow slamming fenders to the maximum, and with rear widths to 300, and diameters to 21 inches, a set of ME880s makes any V-twin a custom upgrade. Having all the popular features of ME880s but in the exact sizes and load indexes required for Milwaukee's iron, Alphanumeric is the perfect original-equipment upgrade for Harley riders. Alphanumeric tires have bias-ply construction and the rubber compound used makes for a firm grip and light rolling resistance. Available in whitewall and narrow white stripe, and a whitewall 21-inch front for an old-school look on Dynas and Softails.

Metzeler
www.us.metzelermoto.com

RC COMPONENTS NEW ONE-PIECE FORGED WHEELS

RC Components has three all-new wheel styles for 2009: the Calypso, the Savage, and the Imperial. All three styles feature a chrome finish. Each wheel is made from the highest quality forged aluminum. Each wheel is then CNC-machined and tested to ensure superior quality and a show-bike finish. Front and rear wheels are available for '00-up stock H-D applications; oversize rear wheels are also available for wide drive and custom applications. Matching rotors and pulleys are also available.

Drag Specialties
www.dragspecialties.com

PIRELLI NIGHT DRAGON

The Pirelli Night Dragon line of tires is a premium performance product designed for the needs of high-powered Harley-Davidson and metric cruisers. Through its proprietary mix of compound, carcass and profile, Pirelli Night Dragon tires provide high-grip, excellent feedback and rolling efficiency for V-twin cruisers, customs and choppers. The Night Dragon's tread cut, differing from front to rear, provides high wet-weather traction and identifies the tires in just a quick glance. The Night Dragon performance product range is now further enhanced with Plus 1 and Plus 2 options available soon for riders requiring maximum grip.

Pirelli
www.us.pirellimoto.com

FORGE-TEC TORQUE WHEEL

Forge-Tec Motorcycle new Torque wheel is part of their FHO (For Harleys Only) product lineup. These wheels are available exclusively from Harley-Davidson dealers. Four uniquely designed 3D wheels are available in all popular sizes and applications for '84 - '08, including ABS equipped models, and all feature matching rotors and pulleys.

Forge-Tec Motorcycle
888-367-4385
www.forgetecmotorcycle.com

NEW WHEELS FROM MAMMOTH

Mammoth Choppers' new line of custom billet wheels is available in show-chrome with a 2-year warranty on the chrome. Fitments range all the way up to the '08 Harley-Davidson motorcycles. Complete package prices include front wheel, rear wheel, pulley, front rotor and rear rotor.

Mammoth Choppers
800-235-0272
www.mammothchoppers.com

BLACK IS BACK

You want black? Pro-One has black and then some. Made in the USA at the Pro-One plant in Pomona, California, these wheels feature unique forged billet aluminum one-piece rims, which are CNC-machined for a precision fit to a wide variety of machines. Rims come complete with appropriate hub, bearings and mounting hardware. Available in diameters from 16 to 23 inches and widths from 2.15 to 10.5 inches, these awesome wheels can be ordered in black out anodized, with or without machined highlights, or finished in flawless show-quality chrome, fully polished or black anodized with mill cut highlights. Additionally, Pro-One offers pulley and sprocket assemblies to match wheel designs and finish.

Pro-One
800-884-4173
www.pro-one.com

3D STAR WHEELS

These unique wheels are CNC-machined with a manufacturing process that allows cutting billet aluminum with variable curving radiuses (3D machining). It takes about 48 hours to machine and prepare one of these wheels, but the result is a unique product with stunning design. Thanks to this sophisticated manufacturing process, these wheels feature an innovative and distinctive design. Rim, spokes and hub are all one piece. Front wheels are completely 3D machined from 160-pound solid blocks of billet aluminum. Rear wheels are machined from 320-pound solid blocks. Since they are fully CNC-machined, not cast or forged, they are available in any width and diameter. Tell Eurocomponents what you need and they'll machine it to your specs. Front wheels are also available with an optional perimeter brake system.

Eurocomponents
386-236-1210
www.eurocomponentsUSA.com

MILWAUKEE TWINS CUSTOM BILLET WHEELS

Brand-new from J&P Cycles, these Milwaukee Twins custom wheels are CNC-machined forged billet aluminum. Sure to be show-stoppers are: the timeless 5-spoke Nomad with its smooth, flawless lines; the classic Engage with 5 radical spokes that emerge from the hub and split into 10 before blending back into the rim lip; and the Warrior designed for those who prefer the classic look of spokes with the strength of forged aluminum, featuring a machined groove in every spoke for an added dimension. Each wheel is a flawless mirror-like chrome finish. Matching rotors and pulley's are also available.

J&P Cycles
800-397-4844
www.jpcycles.com

RENEGADE 2009 ROCKLIN

Renegade's new Rocklin, shown here, features a "blade in motion" 5-spoke layout with viscous fang protrusions rising from the rim at the base of each blade. The Rocklin, as with the company's other wheels, is available in any of three distinctive configurations. They can be ordered as a solid one-piece wheel, multi-piece or their new Prestige simulated multi-piece design. All Renegade wheels are offered in diameters 16 to 23 inches and widths from 2.15 inches up to a massive 10.5 inches. Finishes include chrome, black ebony, black powdercoat or in a mix of chrome and black on the multi piece.

Renegade Wheels
714-998-7241
www.renegadewheels.com

GP DESIGNS FAT FLAT 40-SPOKE RIMS

New for 2009, GP Designs has developed another dimpleless 40-spoke rim. These rims begin with a 6061-T6 aluminum forged rim. The centers are removed and the rims are then drilled for a 40-spoke dimpleless design. Billet Boys 7075 aluminum hubs with strengthened flanges are then installed. The spokes are available in either stainless or a T-11 tool-steel chrome finish. The sizes shown are 3.5 x 23 front and 10.5 x 20 rear and will accommodate 280/40 x 20 and 130/60 x 23 size tires. Other sizes are available and all are made in the USA.

GP Designs
866-356-2464 • www.gpdesigns.net

WHEEL CONVERSION KIT

Custom Cycle Engineering's wheel conversion kits contain everything needed to adapt narrow track wheels to wide track forks. For dual disc installations they can supply an additional rotor spacer at an extra cost. For customizing flexibility, this complete kit adapts 19-inch narrow track wheels to wide track forks. With the custom spacers and the specially designed axle, any single or dual disc wheel can be adapted to any wide track fork. The wheel conversion kit includes aluminum disc spacers, axle, axle spacers, and all mounting hardware. The spacers are polished and chrome-plated. The axle and axle spacers are cadmium plated.

Custom Cycle Engineering
800-472-9253
www.customcycleengineering.com

XTREME EAGLEZ

If you want a wheel that stands alone in design and will separate you from all the rest, the Eaglez by Xtreme Machine is it. The Eaglez is accurately designed and precision machined to really bring out the likeness of the great American eagle. The Eaglez wheel design by Xtreme Machine is the perfect wheel for riders to show they are proud Americans and want to show their patriotism. One of the most popular chrome designs, is now available in the black-cut finish.

Xtreme Machine
217-291-0200
www.xtrememachineusa.com

DOMINATOR WHEELS: THE PUNISHER

If you are looking for that perfect wheel for your custom or your non-custom, look no further. Both stylish and functional, these wheels from Dominator are sure to be admired. Polished wheels are made in the USA of CNC-machined aluminum. The front wheels come in sizes from 16 to 21 inches, and the rear tires are sized from 16 and 18 inches. There sizes to fit '84 through '08 models of Harley-Davidson motorcycles.

Biker's Choice
www.Bikerchoice.com

RACING HUBS

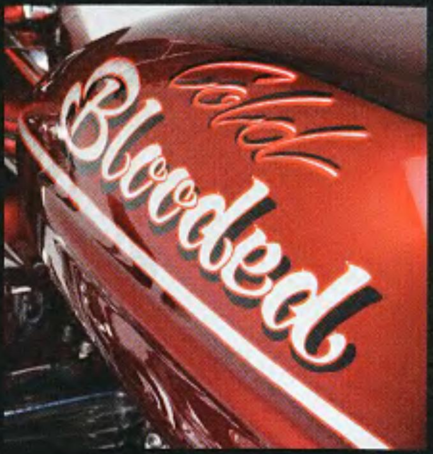
These are fashioned after the 1941 and up WR/KR and early XL Harley-Davidson racing hubs. One upgrade CCE made to these hubs is modern sealed bearings for a 5/8-inch and 3/4-inch axles, so these are not authentic replacements but replicas. The hubs are made from Ledloy steel and hollowed out for weight reduction and sport a black oxide finish. The rear hub is splined to accept quick change sprockets.

Custom Cycle Engineering
800-472-9253
www.customcycleengineering.com

A TRANSFUSION OF NOSTALGIA

COLD BLOODED

L.A. surgeon of steel, Trevelen of SuperCo. Customs was doing his Dr. Frankenstein thing when he stitched together this 1978/1965 shovel/pan. SuperCo. is located in the "L.A. Triangle," a section of the downtown area between three points of the compass, the west end Fashion District, the east side Toy District and the north side of Little Tokyo.



"I came from the lowrider experience and looking at my bikes they're all influenced by that East L.A. thing."
— Trevelen

If you feel like Googling the earth satellite view of the area, look for Old Town around Sante Fe. It's not exactly the posh side of Lalaland, but Trevelen does fashion some old-school exotic toys. You can trace Trevelen's passion for the past back to his dad (aka "The Flying Hawaiian") who competed at Ascot back in the '60s heyday of L.A. dirt track racing.

"I came from the lowrider experience and looking at my bikes they're all influenced by that East L.A. thing, and I haven't left that behind for fads and trends of the day. I believe it's best to stay where your heart's at, to stick with the original era that established everything, the '60s and '70s."

Trev builds badass bikes with badass names like "Peligroso," "Rat Pan" and "Ol' Dirty Bastard." The names are gnarly, but the engineering and fabrication is spot on, like "Cold Blooded" seen here. The term usually applies to how long and hard it is to get a bike started or it could mean the bike's got a "take no prisoners" attitude. It's *definitely* got 'tude.

SuperCo.'s Trevelen and the lovely Elizabeth.

ALL STAR

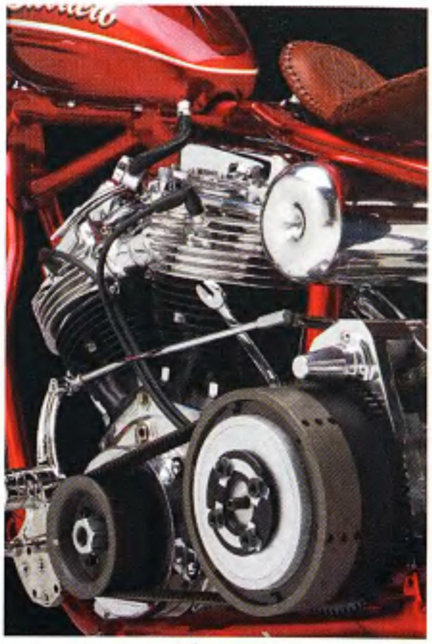
First off, it's a hybrid, the mating of a shovel with a panhead, a popular amalgamation back in the day. Apes claw at the air, skeletal Invader wheels spin hypnotically, a Wassel peanut tank perches precariously on the circa '52 Milwaukee frame. Notice the talon-like sissybar and the pipes "pythoning" their way along the length of the bike. Yeah, old-school but with a hint of Rat Fink rides a bicycle.

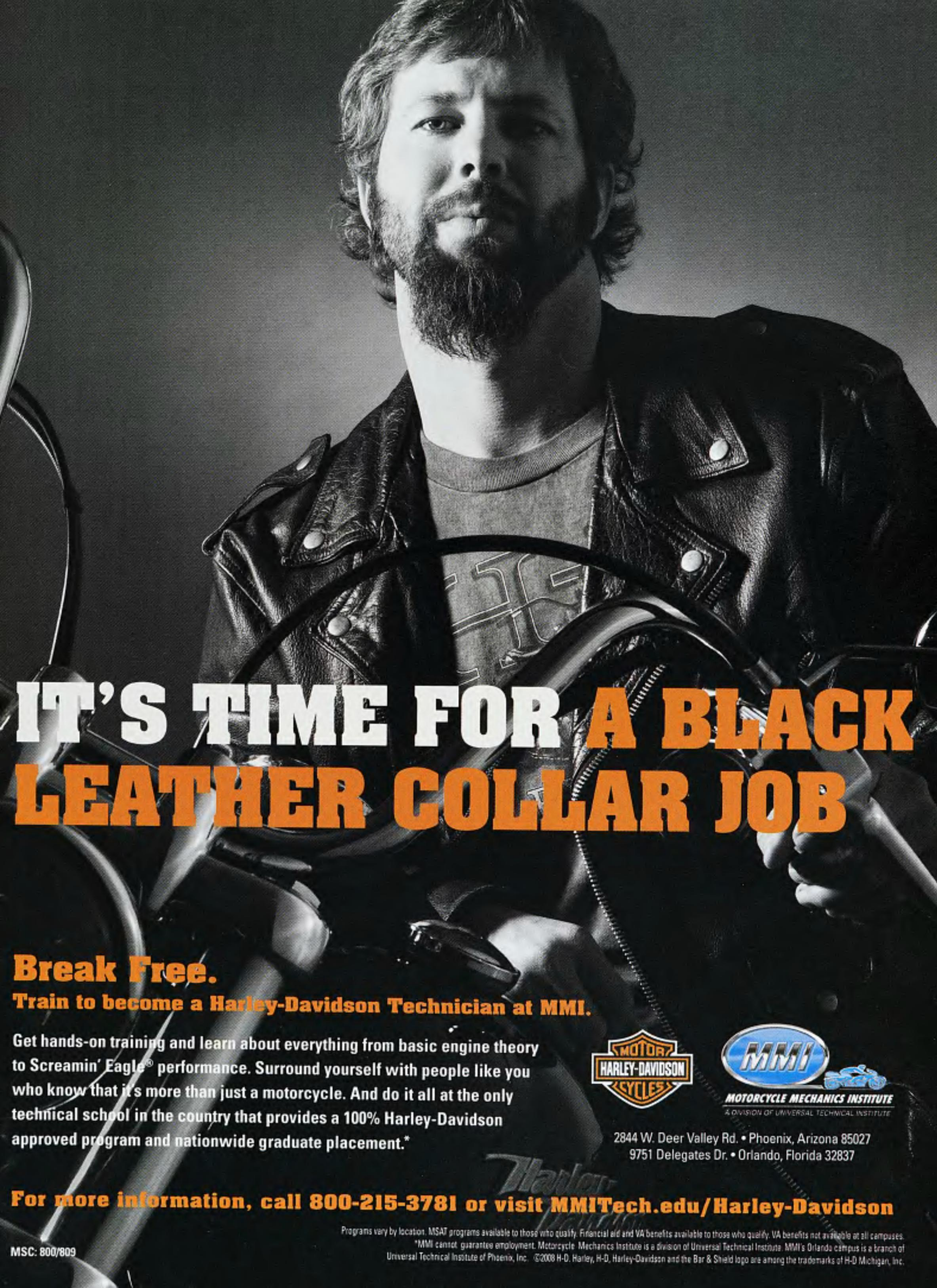
As far as Trev's pigment preferences, he says if you want blood, warm or cold, go see Steve DeMan who infused Cold Blooded with pools of congealing candy red. Steve runs Kolor Kings and has been at it for some 20 years, painting anything and everything, traveling throughout the U.S., Japan and Canada.

Trevelen, inked from head to foot, carries his own art gallery with him. These indelible images of his personal odyssey are more than skin deep. In addition to being a bike builder, Trev is a meditating Buddhist, a vegetarian, runs a nonprofit L.A. gym for disadvantaged and at-risk kids and is a political activist dedicated to improving the state of the world.

Like we said, more than skin deep.

—Paul Garson





IT'S TIME FOR A BLACK LEATHER COLLAR JOB
Break Free.
Train to become a Harley-Davidson Technician at MMI.
Get hands-on training and learn about everything from basic engine theory to Screamin' Eagle® performance. Surround yourself with people like you who know that it's more than just a motorcycle. And do it all at the only technical school in the country that provides a 100% Harley-Davidson approved program and nationwide graduate placement.*
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2844 W. Deer Valley Rd. • Phoenix, Arizona 85027
9751 Delegates Dr. • Orlando, Florida 32837
For more information, call 800-215-3781 or visit MMITech.edu/Harley-Davidson
Programs vary by location. MSAT programs available to those who qualify. Financial aid and VA benefits available to those who qualify. VA benefits not available at all campuses.
*MMI cannot guarantee employment. Motorcycle Mechanics Institute is a division of Universal Technical Institute. MMI's Orlando campus is a branch of Universal Technical Institute of Phoenix, Inc. ©2008 H-D. Harley, H-D, Harley-Davidson and the Bar & Shield logo are among the trademarks of H-D Michigan, Inc.
MSC: 800/809

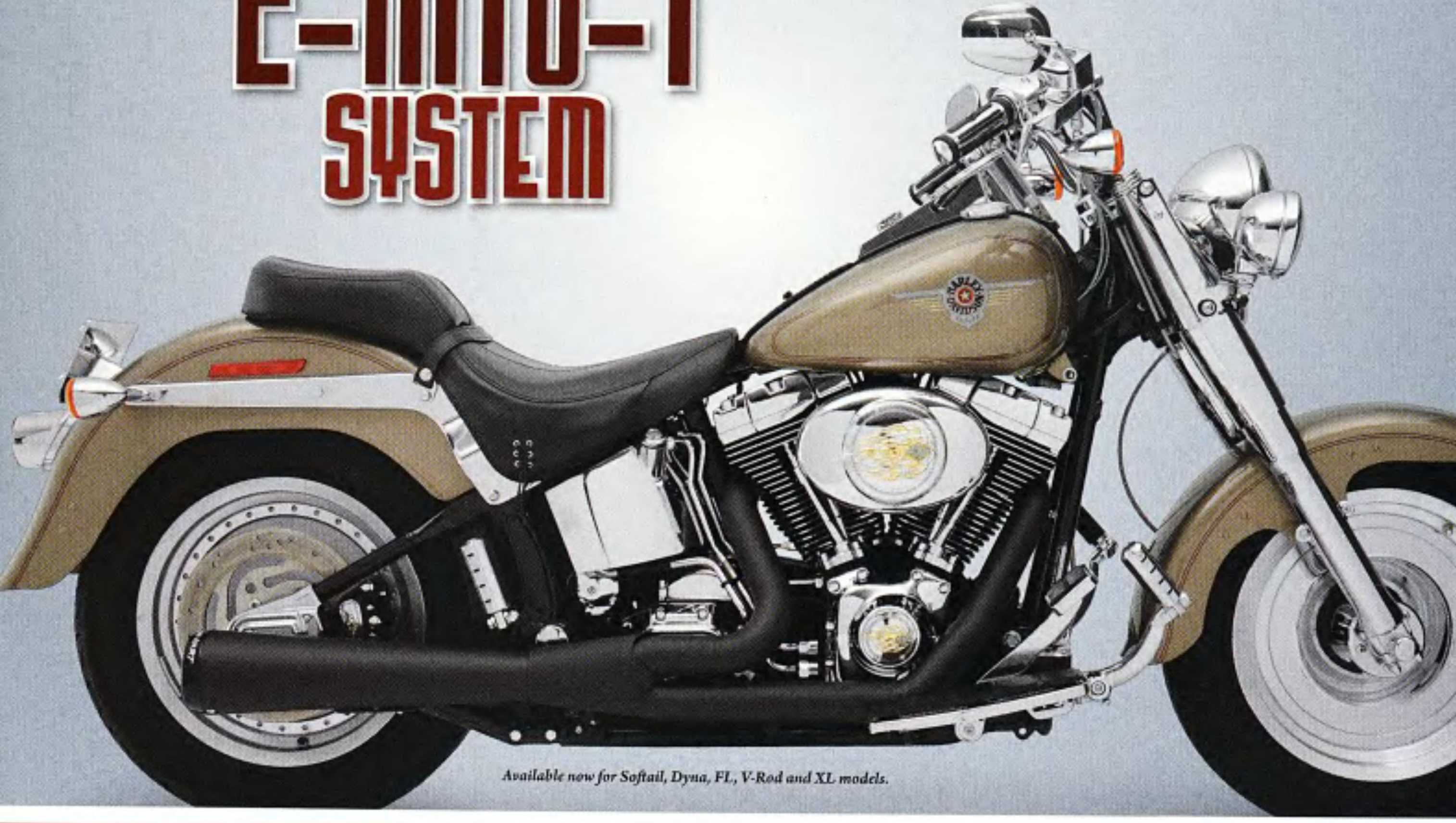
IT'S AN EAST L.A. THING!

Classic Invader wheels.

Owner: White Boy
City: L.A.
GENERAL
Designer: SuperCo. Customs
Fabrication: Super SuperCo. Customs
Year/make: 2007
Model: Cold Blooded
Assembly: SuperCo. Customs
Time: too long
Chroming: Supreme Plating
ENGINE
Year: 1978/1965
Builder: Harley-Davidson/ SuperCo. Customs
Displacement: 80 cubic inches
Cam: Harley-Davidson
Ignition: Dyna
Pistons: Harley-Davidson
Heads: pan
Cam: Andrews
Lifters: Harley-Davidson
Carb(s): SU
Air cleaner: Goodson
Pipes: SuperCo. Customs
TRANSMISSION
Make: Baker
Year: 2007
Modifications: 6-in-4
PAINTING
Painter: Steve DeMan
Color: Candy Red
FRAME
Year: 1952
Builder: Harley-Davidson
Type: rigid
Rake: stock
Stretch: no
Shocks: what did we say?
ACCESSORIES
Bars: SuperCo. Customs
Handlebar controls: some
Fenders: SuperCo. Customs
Headlight: 4 inches
Taillight: SuperCo. Customs
Pegs: Performance Machine
Electrics: SuperCo. Customs
Gas tank: Wassel
Oil tank: SuperCo. Customs
Oil system: Harley-Davidson
Seat: Hidecore XXX
Sissybar: SuperCo. Customs
Grips: Hidecore XXX
FORKS
Type: springer
Extension: long
Builder: Denver's
WHEELS
Size: 21 inch front, 16 inch rear
Wheels: Invaders
Tires: Avon
Brakes: Performance Machine
Photos: Michael Lichter
Contact: SuperCo. Customs; www.sccla.com

RINEHART PERFORMANCE 2-INTO-1 SYSTEM

Finished with a black Teflon® Rinehart® signature end cap



Available now for Softail, Dyna, FL, V-Rod and XL models.

Rinehart performance continues with new black-out ceramic finishes

High-flow, miter-cut 1 7/8" headers with machined inlet increase exhaust velocity and improve anti-reversion qualities

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4 1/2" megaphone muffler with high-performance baffle produces power with a deep, throaty growl

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Designed and built in the U.S.A.

RINEHART® Racing

www.dragspecialties.com

DRAG Specialties

Ready to rumble?

Tailgunner Exhaust slip-ons are all about having a blast while riding. These latest slash-cut Gunships even feature rotating barrels, an extra long barrel assembly and sinister slash-cut tips. They are a direct bolt-on installation for your '86 to '09 H-D bagger and come with a chrome-plated canister with either a brushed aluminum or black barrel assembly.

Gunships are available with or without full-length baffles and have a one-year mechanical warranty.

Call Tailgunner Exhaust at 508-693-1944 or go to www.tailgunner-exhaust.com.

Accessorize for success

Hog Barn Customs makes these nifty axle bolt covers in the shape of a pawn or a sharpie tip. You can also get the same designs to cover head bolts, rocker box bolts, dipstick and shift pegs. All parts come with chrome or black anodized finish and are available from J&P Cycles. You can also purchase these covers directly from Hog Barn Customs by visiting www.hogbarncustoms.com.

Rebuild your top end with the best

Wiseco offers complete top end rebuild kits for many V-twin applications. You have everything you need to perform your rebuild right the first time, with all the right parts in one box. Kits for the 1200cc Sportster, Buell 1200 and Twin Cam 88 and 96 are now available, with more offerings available soon.

Contact Wiseco at 800-321-1364 or visit www.wiseco.com.

The beauty of black, 50-state-legal

Screamin' Eagle's new Street Performance Jet Black slip-on mufflers (P/N 80601-09, $389.95) and matching exhaust shield kit (P/N 65247-09, $229.95) are treated with a ceramic coating that maintains a uniform finish and meets Harley-Davidson's durability and corrosion-resistance standards. Mufflers deliver the throaty Screamin' Eagle Street Performance tone and feature the embossed Screamin' Eagle logo and chrome-plated Blunt Revolver end caps with cut-out chambers that reveal the black pipe. The front and rear head pipe shields feature the same Tommy Gun cut-outs found on the original Fat Bob exhaust. Each is manufactured to original-equipment standards for a perfect fit and easy installation. Mufflers fit '08-and-newer Fat Bob models.

See your Harley-Davidson dealer or visit www.harley-davidson.com. Call 800-443-2153 to find a dealer near you.

Gettin' horny

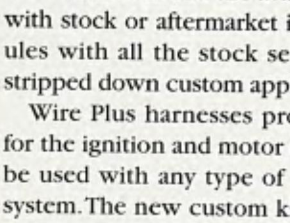
Rivco's black horns blast out 128 decibels of sound and use the stock horn button. They're waterproof, and bolt right on with ease. All kits include two horns, horn covers, air compressor, relay, simple wiring and complete installation instructions, plus a two year unlimited warranty.

Call Rivco at 888-801-8222 or go to www.rivcoproducts.com.

Things you might need

From Wimmer Machine is a new handy little knick-knack that's guaranteed not to break your wallet. This key ring not only serves its namesake purpose but also provides you with a 10mm wrench that can be used for loosening a bum battery terminal while on the road. Not being the greedy type, Wimmer will hook you up for about $10. Hard to beat, really.

Call Wimmer at 215-721-4110 or 866-HOT-CYCLE; or visit them online at www.wimmermachine.com.

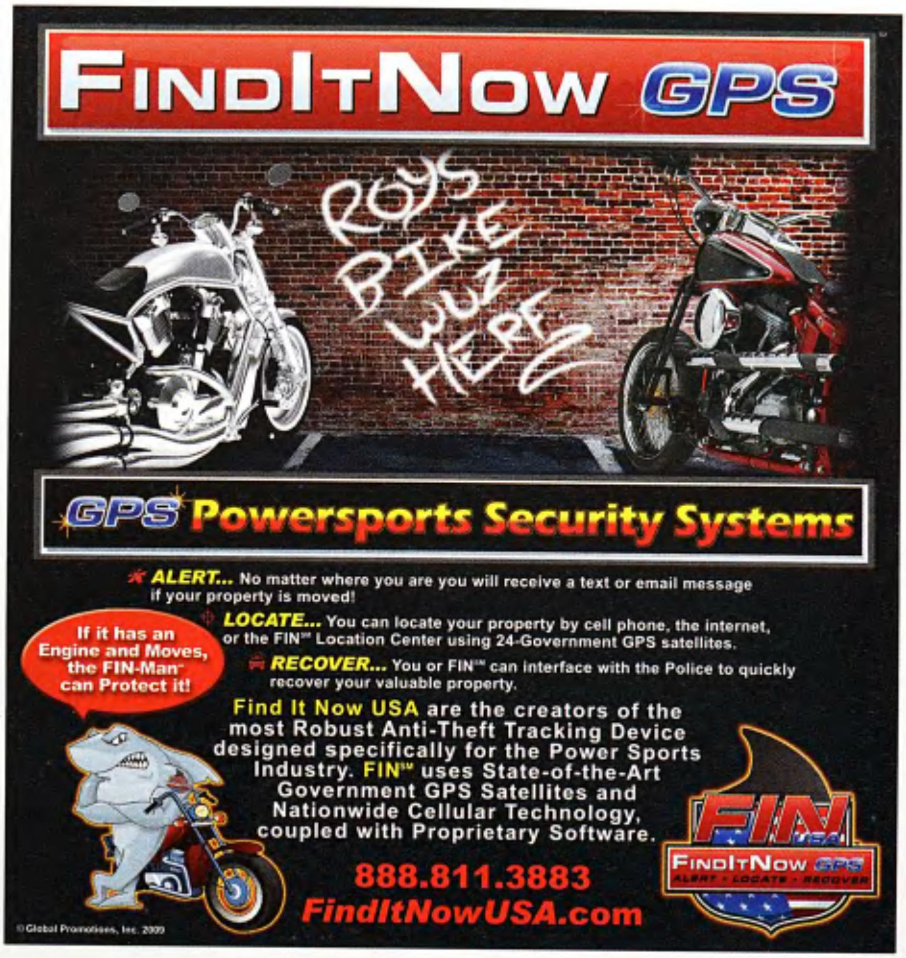


All wired-up

Wire Plus offers simple ways to handle the electronics on EFI-equipped motorcycles with harnesses that are available for use with stock or aftermarket ignition modules with all the stock sensors, or for stripped down custom applications.

Wire Plus harnesses provide wiring for the ignition and motor only and can be used with any type of main wiring system. The new custom kit EFI system will work with all model bikes that come equipped with electronic fuel injection units as well for all aftermarket units that riders are changing over to. Suggested Retail is $392.

Call 620-221-2417 or visit them online at www.wire-plus.com.



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SUNRISE FL | BOCA RATON FL | BOSTON MA | BACK BAY M

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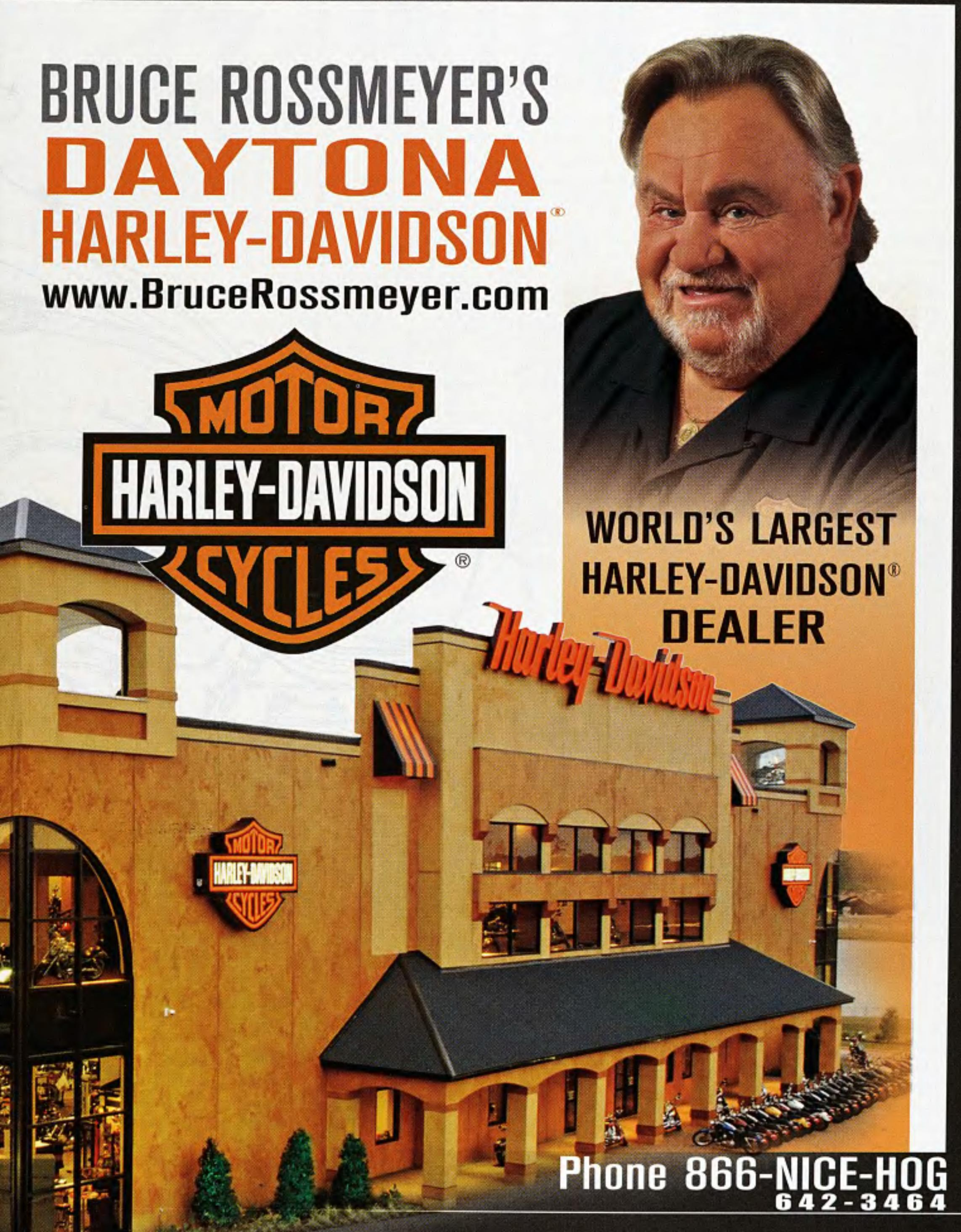


EASYRIDERS' GUIDE TO BRAKES

WHOA, NELLIE!

How many times must we say it? Go-fast bikes need stop-fast brakes. With all of the great looking brake systems out there, there is simply no excuse for neglecting this important safety element. Have a gander at the choices available and you will surely be thinking of upgrading your scoot's stopping power. —*Kit Maira*

DOMINATOR ROTORS

These new rotors (right) from J&P Cycles don't fall short on style. Available in many designs for different model bikes, you are sure to find the one that suits you best. The Shredder Dominator Rotors shown are made of 420 stainless steel with a highly polished finish. Fits '08 - '09 FLH, left, front and right, front.

J&P Cycles
800-397-4844
www.jpcycles.com

PERFORMANCE MACHINE

PM has created a new 4-piston billet aluminum caliper specifically engineered for '08 - '09 HD FL and '06 - '09 HD VRSC models (including those with ABS) utilizing the stock brake master cylinder. These H-D models use a smaller 15mm piston in the brake master cylinder requiring the use of a smaller volume caliper. The PM 4-piston caliper uses PM's proven caliper design standards to optimize the braking performance on these specific H-D models. PM's new calipers paired with a set of 300mm discs created the optimal braking system for hefty Touring models or the performance oriented V-Rod. Calipers bolt directly to front fork legs and are available in polished, chrome, black anodized, and contrast cut finishes.

Performance Machine
714-523-3000 • www.performancemachine.com

ROLAND SANDS DESIGN

RSD Designs new Ronin (shown) and Mission brake rotors feature an aluminum carrier with a 420 stainless steel outer band. The aluminum carriers are CNC-machined for an exact match to the RSD Designs custom wheels and pulleys. All rotors include spacers for use on '84 - '09 wheels. All 13-inch rotors feature silent floaters. Made in the USA by Performance Machine, available through Drag Specialties.

Drag Specialties
www.dragspecialties.com

NEW H-D POLISHED BRAKE ROTORS

These new brake rotors ($149.95 front, $139.95 rear) from Harley-Davidson are polished to a brilliant mirror finish and styled to complement Harley-Davidson original equipment or custom wheels. For safety and reliability, these rotors are manufactured to original equipment specifications. Kit includes chrome-plated mounting hardware. Available to fit a number of Touring, Dyna, VRSC and Sportster models.

Harley-Davidson
800-443-2153
www.harley-davidson.com

GMA BY BDL

Since their acquisition of GMA, Belt Drives Limited has made some significant upgrades to their brake calipers in both style and design. The serious road calipers are now offered in both smooth black anodized and mirror finish show-quality chrome. Multiple styles include the classic GMA look and smooth finish to accent just about any serious road bike or custom. While the internal design has not been changed it, as with all BDL products, is always being fine-tuned to provide the utmost in real world performance and unmistakable appearance. BDL/GMA calipers carry superior quality brake pads and precision crafted pistons to ensure positive stopping power.

BDL
714-685-3333 • www.gmabrakes.com

FERODO

Ferodo PRP brake pads are designed for use with polished rotors. The PRP formulated pads are available for original equipment replacement and a wide range of custom calipers. Ferodo developed a special compound for these pads; it provides excellent stopping power without discoloring the luster of polished rotors. The proprietary PRP compound minimizes material deposits, smudging and the scoring of rotors, which is caused by the aggressive abrasives used in most pad compounds. The Ferodo PRP pads achieve all of this while still providing stopping power that often exceeds OE specifications.

Custom Chrome
800-729-3332
www.customchrome.com

RAYGUN TECHNOLOGY BRAKE ROTORS

RayGun custom rotors are said to look custom forever. RayGun's Atomic-Forged process bombards metal components with exotic metal ions to create unprecedented levels of hardness, wear resistance and corrosion resistance. The result is not a coating, or a plated or anodized surface, which are subject to wear, corrosion and deterioration. The new surface material is inextricably bonded with the metal component, increasing surface hardness frictional performance along with resistance to wear and corrosion. Atomic-Forging permanently color coordinates brake rotors to suit a rider's unique personality.

RayGun Technology
866-950-3077
www.rayguntechnology.com

GEORGE'S ULTIMATE SPROTER

Georges's Garage Sproter offers builders a number of unique and extremely user-friendly features. The new setup allows you to mount the brake and sprocket components on either the right or left side of the bike. The brake unit is a true split design so you can change the pads without removing the wheel. Each Sproter caliper is CNC-machined from the finest quality 6061-T6 billet aluminum and finished in either black anodized or flawless chrome. They are also fitted with state-of-the-art pads for silent, reliable braking performance. Sprockets are precision machined from stainless steel, Blanchard ground then final CNC-machined for a straightforward, precision fit. The Sproter is currently available in 48-tooth pattern for use with 530 chains.

George's Garage
909-843-7043
www.georges-garage.com

J-SIX CALIPER

The J-Six is Jaybrake's premier caliper. It is designed using progressive bore sizing for heat distribution and pad wear. This gives optimum lever feel and brake response. Jaybrake's J-Six calipers are designed to mount directly onto Harley front forks (except Springers) without having to change the brake lines. They are designed to fit either pre-2000 or 2000-up models and are available with either radial lines or a smooth face. Brackets are required for rear brake mounting. The 6-piston calipers are machined in-house from billet aluminum and are assembled with stainless steel hardware. All seals used in Jaybrake products are compatible with either DOT 4 or DOT 5 brake fluid. All Jaybrake parts are available in polished, chrome and black anodized finishes.

Jaybrake
716-592-0554
www.jbrake.com

LYNDALL RACING BRAKES

Lyndall Racing Brakes' new 11 1/2-inch Apex rotors incorporate state-of-the-art metal composite floating rotors. The outer ultra-lightweight friction disc is secured to a polished aluminum center

carrier using fully machined aircraft grade 70-series aluminum buttons. The metal/ceramic composition friction disc not only reduces weight, it also dissipates heat better than mono-steel rotors. They are available for front and rear fitment on most 1984 – present Harley-Davidson motorcycles.

Lyndall Racing Brakes
800-400-9490
www.lyndallracingbrakes.com

PRO-ONE PERFORMANCE BRAKING

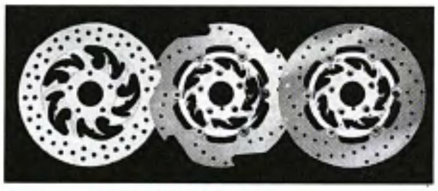
Whether you are building a ground up chopper or just want to personalize and your factory ride, Pro-One has a unique brake set up to meet your needs. From custom engineered assemblies designed specifically for right-side drive machines to an awesome collection of billet front and rear calipers and hangers, these components offer the latest in high-performance brake technology and sanitary clean appearance. Pro-One also manufactures one of the largest selections of custom rotors.

Pro-One
800-884-4173
www.pro-one.com

BILLET REPLACEMENT MASTER CYLINDERS

North County Customs just began shipping their latest replacement rear master cylinders reservoirs and lids finished in black powdercoat as well as show-quality chrome. These billet replacements for the stock plastic unit are direct bolt-ons using stock internal components. Available in either smooth or ball-milled styles they can be installed, in most cases, with a minimum of tools in under an hour. Just disconnect your stock unit, cap the brake line, pull the innards, it's that simple. Reservoirs and lids are sold separately so you can mix and match as you like.

North County Customs
714-680-0911
www.softbrake.com



XTREME MACHINE ROTORS

Xtreme Machine offers the largest variety of brake rotors for selection of designs and finishes. From one-piece rotors, floating rotors, chrome rotors, black-cut rotors, powdercoated rotors, Xtreme Machine has designs and finishes for every taste. Each brake rotor is designed to flawlessly match a wheel design to really set off your bike.

Xtreme Machine
217-291-0200
www.xtrememachineusa.com

WILWOOD GP-SERIES 4-PISTON BILLET BRAKE CALIPERS

Wilwood's GP-Series motorcycle calipers have been designed and engineered for use on Harley-Davidson and American V-twin models. These billet calipers not only bring performance, but distinctive styling, good looks, and bolt-on styling. Direct leg-mounting front calipers are available for all single and dual disc applications (except Springer and 4-speed models). The rear calipers and brackets are available for Softail, Dyna, and Touring models.

Wilwood Disc Brakes
805-388-1188
www.wilwood.com

360 BRAKE 6-INCH BIG BRAKE

The 360 Brake 6-inch Big Brake is completely contained in a 6-inch hub mounted around the axle; it looks like there's no brake at all. The 360 Brake system utilizes circular piston and pads activated by hydraulic pressure delivering 360 degrees of braking pressure to the rotor in a compact 5- or 6-inch hub. The rotor, which is grooved and vented, together with the brake's specially designed venting system, effectively eliminates dust and heat build-up providing superior airflow to the brake. The Big 360 Brake will fit most custom and V-twin configurations and is offered in a polished finish, with chrome and color anodized finishes as upgrades.

360 Brake
317-875-0360
www.360brake.com

HI-PERFORMANCE 6-PISTON BRAKE CALIPERS

Hi-performance 6-Piston Brake Calipers (left) are made from 6061-T6 billet aluminum and are CNC-machined, chrome-plated and high polished. The front calipers are a direct bolt-on application to front fork leg assembly so there is no need for additional brackets or hardware. They are also specially designed to also be used in rear applications, mounting bracket sold separately. All the hardware needed to attach them is included. They will fit 1984 to 1999 H-D Sliders (exc. FLSTS, FXSTS, FX's with wire wheels).

Biker's Choice
www.Bikerschoice.com

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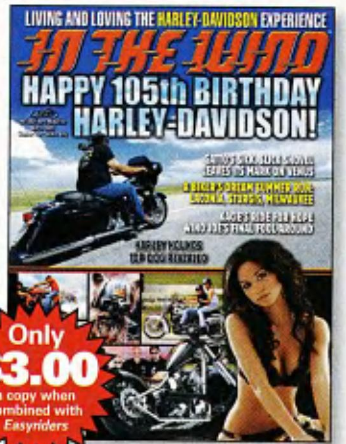

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www.easyriders.com

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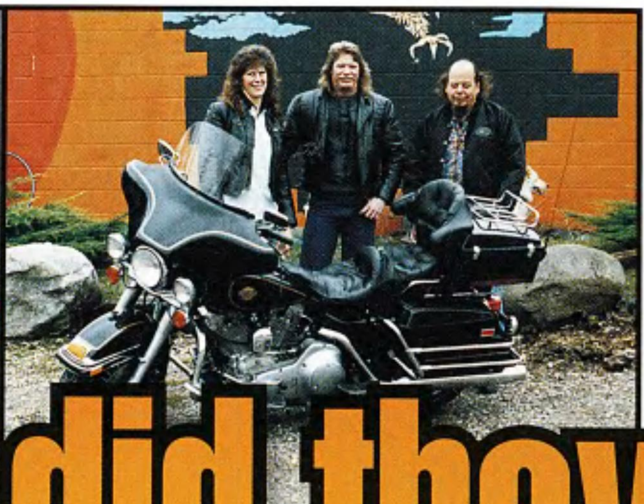
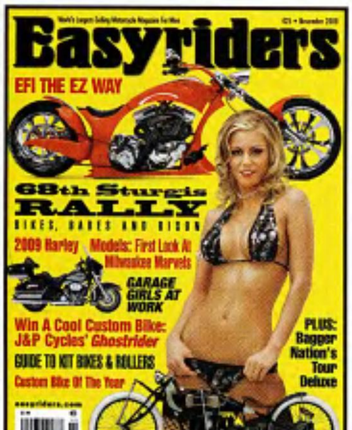


Neither did they!



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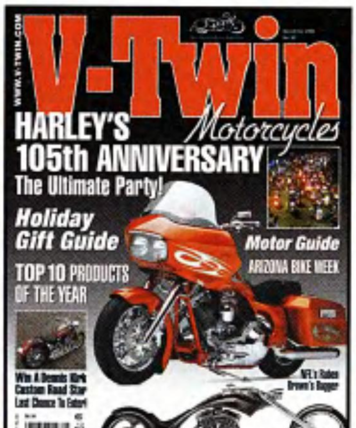

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Winners will be selected by random drawing from all entries received, and validated by Wood, Weisinger, Sacdalen & Associates whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 15 days or the prize will be forfeited. In the event that any prize cannot be awarded because the winner cannot be located or refuses the prize, Paisano will offer the prize to up to 2 alternates, selected in the same manner as the original winner. If, the prize cannot be awarded after such efforts are undertaken, then Paisano shall have no further obligation to seek out alternates or to award the prize. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

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For a list of major prize winners, send a separate stamped, self-addressed business envelope to: 2009 Easyriders Ultimate Sweepstakes Winners List, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.

During an etiquette class, the teacher said to her male students, "Imagine you are courting a well-educated young girl from a prominent family. During dinner you need to go to the toilet. What do you say to her?"

One student raised his hand and said, "I'll be right back. I need to go to the toilet."

The teacher said, "No. Never mention the word toilet while eating."

Another student said, "I'd say, 'My Dear, please excuse me for a moment. I have to go shake hands with a personal friend whom I hope to be able to introduce to you after dinner.'"

James Overly
Huntingdon, Pennsylvania

An old woman has three married daughters. One day she decided to test her sons-in-law. She was walking alone at a lakeshore with the first son-in-law. Purposely, she fell into the lake and started yelling for help. The first son-in-law jumped in the lake and dragged her to shore. The very next day he found a brand-new Honda 125cc in his driveway with a note that read "Thank you, your mother-in-law loves you very much."

Another day she was walking along the lakeshore with the second son-in-law. Purposely, she fell into the lake and started yelling for help. The second son-in-law jumped into the water and dragged her to shore. The very next day he found a brand-new Yamaha 125cc in his driveway with a note that read "Thank you, your mother-in-law loves you very much."

The third day she was walking with the third son-in-law and repeated the test, but that guy didn't respond to her cries for help and didn't make a single move to save her. The poor old lady who wanted to test her sons-in-law drowned and died.

The next day he found a brand-new Harley Road King in his driveway with a note which read "Thank you very much! Your father-in-law."

Rocky Meyerson
W. Palm Beach, Florida

Two biker's sons were arguing about whose parents are better. "My dad is stronger than your dad," said the first.

"No, my dad's stronger," said the second.

"My dad can lift his Harley," replied the first.

"Well, my dad can lift both of his Harleys," the second retorted.

"Well my mom is better than your mom," the first said.

The second replied, "Yeah, that's what my dad says, too."

Burt Whitcomb
Palmdale, California

A man boarded a plane with six kids. After they got settled in their seats a woman sitting across the aisle from the man leaned over to him and asked, "Are all of those kids yours?"

He replied, "No. I work for a condom company. These are customer complaints."

Lee Dancer
Taylor, Michigan

Lizard is sitting in a lawn chair drinking a beer and watching his girlfriend mow the yard. The noisy neighbor sees this and is so outraged that she storms across the street and shouts at Lizard, "You lazy bastard, you should be hung!"

Lizard takes a swig of his beer and calmly replies, "Why do ya think she's cuttin' the grass?"

Gary Lowery
Long Beach, California

A man was approached by a buddy at lunch who invited him out for a few beers after work.

The man said that his wife would never go for it and that she had laid down the law about him partying with the bikers he worked with. So his buddy suggested a way to mellow out his missus.

"When you get home tonight, sneak into the house, creep down under the sheets, gently pull down your ol' lady's panties and give her oral sex. Women love it, and trust me, she'll forget all about you being out late partyin' with us."

So the man agreed to try it, and went out and enjoyed himself.

Late that night he snuck into the house, crept down beneath the sheets, eased off his wife's panties, and gave her oral sex. And sure enough she moaned and groaned with pleasure. But after a little while he realized that he had to drain off a mess of beer, so he told her he'd be right back. He slipped out of bed and down the hall to the bathroom.

When he opened the door, he was very surprised to find his wife sitting on the toilet. "How did you get here?" he asked.

"Shhh!!!" she replied, "You'll wake my mother!"

Randy Cherry
Muskegon, Michigan

"I think I may know the reason why you're still a virgin."

Here's an oldie but a goodie: A crusty old biker on a summer ride in the country walks into a tavern and sees a sign hanging over the bar which reads:

CHEESEBURGER: $1.50
CHICKEN SANDWICH: $2.50
HAND JOB: $100

Checking his wallet for the necessary payment, he walks up to the bar and beckons to the exceptionally attractive female bartender serving drinks to a meager looking group of farmers.

"Yes?" she inquires with a knowing smile. "Can I help you?"

"I was wondering," whispers the old biker, "are you the young lady who gives hand jobs?"

"Yes," she smiles and purrs, "I sure am."

The old biker replies, "Well wash your hands, I want a cheeseburger."

Frank Szynal
Millville, New Jersey

A biker goes into a bar and gets a beer. After drinking it down he looks into his jacket pocket and orders another beer. He finishes that beer and again looks in his jacket pocket before ordering another beer. This goes on for around 30 minutes until finally the bartender just has to ask the biker, "Why do you keep looking in your pocket before you order a beer?"

The biker replies, "I keep a picture of my ol' lady in there. When she looks good enough, I go home."

Patrick Burke
Lincoln, Nebraska

"Look, you're the one who said we need more magic in our marriage. Now pick a card and shut up!"

TELL BRIAN BOAN HE CAN'T DO IT!

THE DEVIL'S CANDY

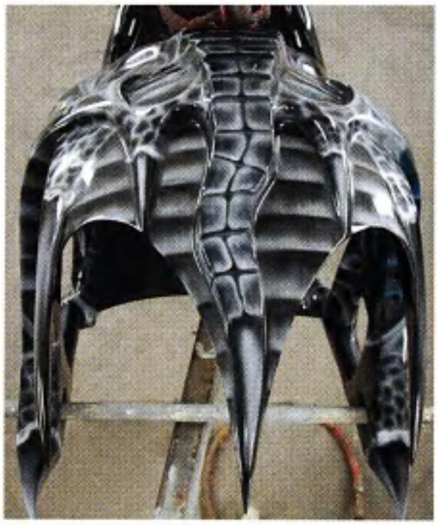
Tell Brian Boan he can't do something and he'll likely prove you wrong. Where others see obstacles, this artist sees opportunity. As a person, this makes Brian somewhat unusual, but art-wise he is unusual, too, because he not only skillfully wields his airbrush, but is proficient at metalwork as well. "People are surprised that I do metalwork, paint and airbrush. Anything that is artistic, I want to do," he says. When he decided to build a bike, he did. Lacking the know-how and the proper tools proved no deterrent. He was up to the challenge and just did it because there is nothing in him that said he couldn't.

Having no English Wheel for that build, Brian shaped the tank by bending it around a parking pole and used a bowling ball to shape the fender. After painstakingly shaping the metal, including hand forming the skulls on the bike, he put equal effort into the paintjob. Brian also managed to build a business, making a living doing what he enjoys best. Eventually, he dissolved the partnership and started over on his own.

He rallied by working several jobs 7 days a week, 10 to 12 hours a day, while simultaneously performing his paint and metalworking magic out of a storage facility until he saved enough money to buy a proper shop. Brian named that shop Devil's Candy (the name stems from the concept that people will cheat, steal—even go without food to get the eye candy that is a paintjob). "I sleep this stuff. I often build in my head for two hours before I fall asleep," he says.

In building, Brian's trademark is making everything he touches unique. "Nothing I work on is untouched. Everything has to be changed. If it is a wagon, I'll make it a one-off wagon." Whatever direction he takes, Brian always keeps quality, form and function in mind. Quality is key to his paintwork as well. "I never rush," he says. With a basic design in mind, he always adds details as he goes. "I always want it to be more." He is rewarded for his extraordinary efforts when clients tell him the result is more than they dreamed of.

"There's a paintjob for everyone," asserts Brian, who says it isn't necessary



Work in progress (above) and final product.

Brian Boan creates tasty temptation.

This is no stick-on piece. The skull was hand formed by Brian.

Images: Brian Boan

to invest $5,000 to get a good one. By changing materials, he can make a paintjob much more affordable. "The same work goes into it, but the quality of the materials makes the difference in cost," he explains.

Infatuated by motorcycles of all kinds (anything with a motor really), Brian likes to rip around town on his bobber that has "an ungodly amount of power." Having parlayed that passion and his artistic talent into Devil's Candy, Brian strives for sinfully good results in all he produces and gives this guarantee, "The artwork will always be the best I can. The metalwork will always be the best I can." (And that comes from one hell of a can-do guy.) —*Joanne Morris*

Brian Boan has a generous spirit when it comes to sharing his passion. To reach him call: 386-852-7984; e-mail him at devils_candycustoms@yahoo.com or see him on MySpace.

Devil's Candy by Brian Boan.

Kaos And Insanity

THE NAME FITS

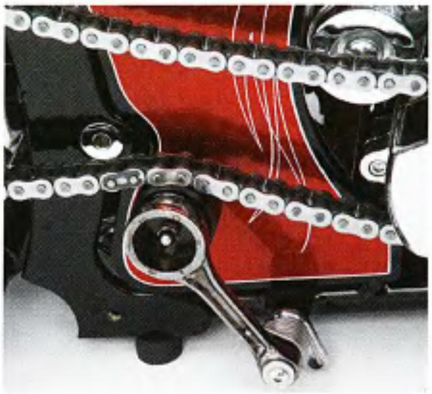
Mickey Morisol is the first to admit that his latest ride came out looking pretty crazy. By design. Mickey has had his shop, Chopper Doctors, open for about six years in Corcoran, California, about dead center between Fresno and Bakersfield. There is a huge state prison right there in Corcoran, giving Mickey some interesting neighbors, like Charles Manson and Sirhan Sirhan. Kaos also has the number "5150," plastered all over bike. The number refers to the California Welfare and Institutions Code for forcibly confining a person with certain mental disorders.

Mickey's bike is kind of over-the-edge itself. Starting with a regulation Big Bear Choppers Sled kit, Mickey took off from

Mickey Morisol handmade the ultra high handlebars.

there. "I used the frame," he says, "heavily modifying it." He added a bit of length to the backbone, stretching the bike out, but left the neck angle as set by Big Bear. He kept the wheels and the engine, but pretty much everything else ended up in the "for sale" pile, since he wasn't going to use any of it. "I take that back," Mickey says. "I sorta used the tank that came with the kit, but chopped it up pretty heavily, and the front end is BBC, too." Other than that it's all custom work here. The handlebars are Mickey's ultra high replacements for the swept back originals packaged in the BBC kit and all the tin is new. Along with that tank, which Mickey made a little deeper to drop down tight on the engine and stretched to better blend with the lengthened backbone, he whipped up those panels covering the swingarm and hand-fabbed the area underneath the seat and up around the neck. That sheet metal back on the swingarm fills that area in nicely, Mickey figures, giving him a little more area for paint to bring more color into the back of the bike.

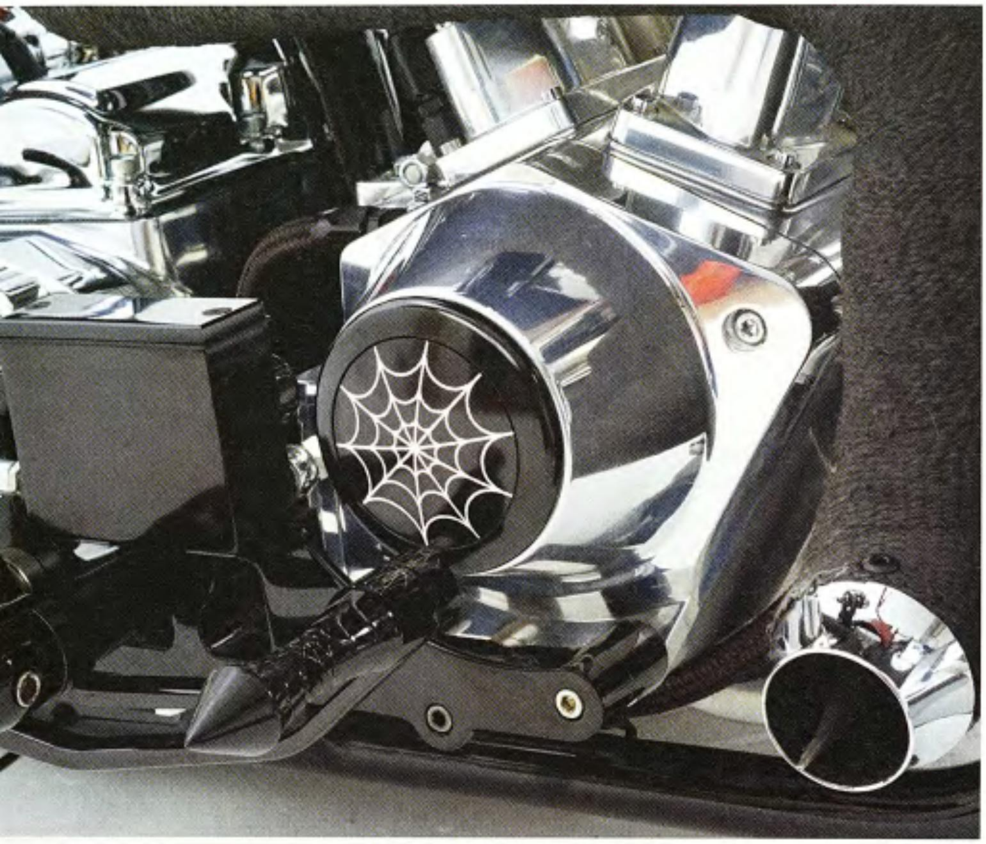
The 107 S&S motor didn't escape the



Kaos treatment, either. Not content to leave things alone, Mickey bolted on a pair of super tall 44mm Weber carburetors for an off-the-hook induction system. At the other extreme, super low air springs allow this thing to drop right down on its frame. "Pump things up," Mickey says, "and you get 6 more inches of suspension travel in the ride position."

This is the third BBC kit bike that Mickey's put together and thrown some serious modifications at. The first two were for customers. This one is his. "It's kind of nice starting with those kits" he says. "It sure makes licensing and registration easy." Working with his partner, Rob Dutrow, Mickey squeezed Kaos in between shop projects, a job that took two years to complete. As wicked as this thing looks, Mickey says it's a lot of fun to ride—especially out on the open road. But, he cautions, this isn't a bike for a small man. Six-foot-two inches and above only need apply.

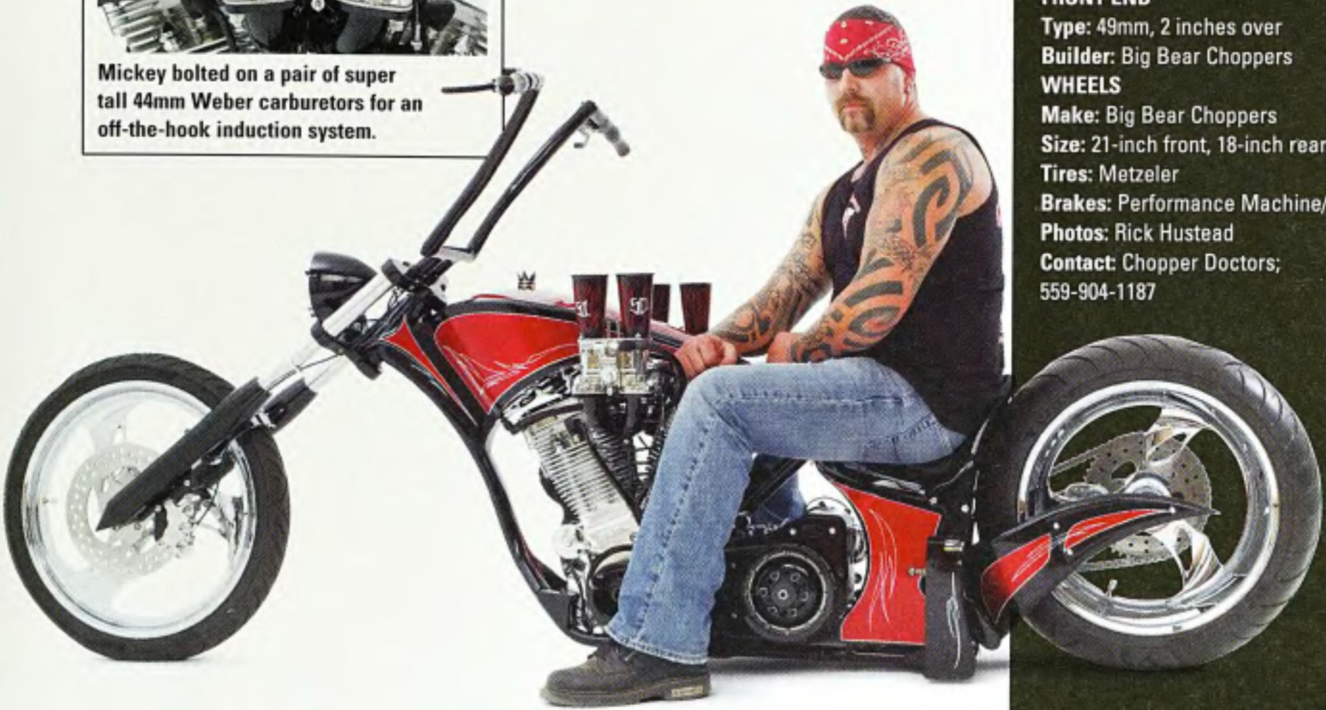
Speakin' off tall drinks of water, the tantalizin' Tatiana just towers above Mickey's sled. *—Joe Kress*



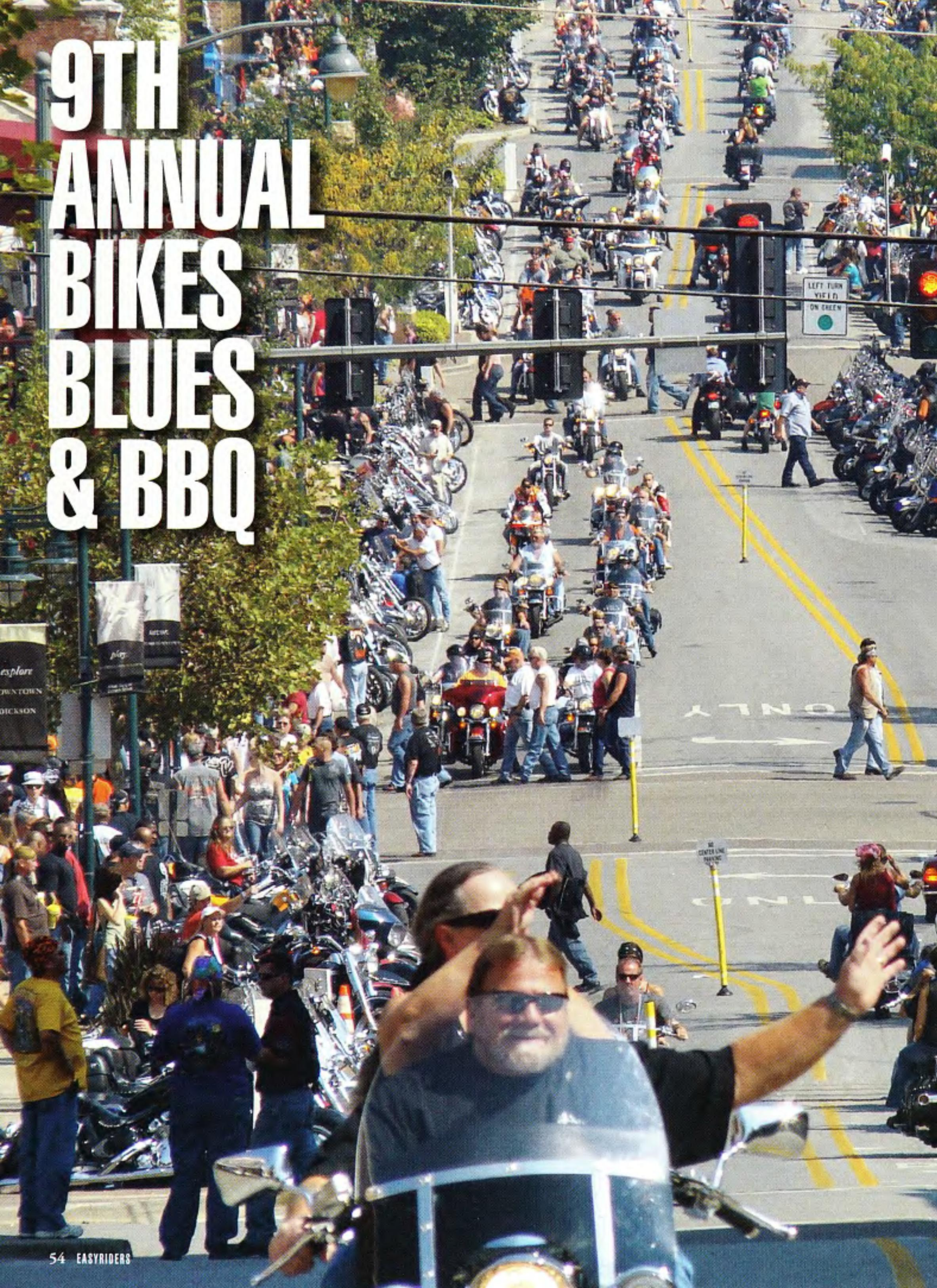
Owner: Mickey Morisol/Rob Dutrow
City: Corcoran, California
GENERAL
Designer: Chopper Doctors
Year/make: 2007 BBC Sled
Model: Kaos
Assembly: Chopper Doctors
Time: 2 years
Chroming: Meclec
ENGINE
Year and make: 2006 S&S
Displacement: 107 cubic inches
Ignition: Crane
Cam: S&S
Carb: Weber, 44mm
Air cleaner: Weber
Pipes: Chopper Doctors
TRANSMISSION
Year/make: 2007 Roadmax
Shifting: 6-speed
PAINTING
Painter: K-Daddyz
Type/color: DuPont/Candy Apple Red
FRAME
Year/make: 2006 Big Bear Choppers
Type: Pro-Street Sled
Rake: 44 degrees
Stretch: minus 3 inches
Shocks: Bike Buddy
ACCESSORIES
Handlebars: Chopper Doctors
Handlebar controls: Performance Machine
Fenders: none
Headlight: Cycletronics
Taillight: Fab Kevin
Speedo: Auto Meter
Pegs: Pro One
Foot controls: Pro-One
Gas tank: Big Bear Choppers
Oil tank: Big Bear Choppers
Seat: Seats By Rocky
Grips: Pro-One
FRONT END
Type: 49mm, 2 inches over
Builder: Big Bear Choppers
WHEELS
Make: Big Bear Choppers
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine/Exile
Photos: Rick Hustead
Contact: Chopper Doctors; 559-904-1187

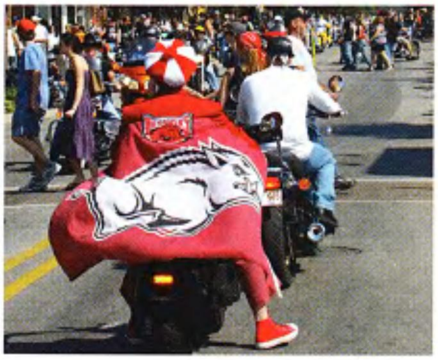
RAD ATTITUDE

Mickey bolted on a pair of super tall 44mm Weber carburetors for an off-the-hook induction system.



9TH ANNUAL BIKES BLUES & BBQ





Photos: Dynamike

Starting out with just a handful of bikers in 1999, Bikes, Blues & BBQ has steadily grown and recent attendance numbers have been estimated at over 400,000 people. Located in the hilly region of Northwest Arkansas between Hot Springs and Eureka Springs, bikers have found some of the most scenic riding in the country as well as one of the fastest growing rallies in America.

This September rally is a family-oriented event and you'd be hard pressed to find any mommy parts being exposed to the elements; however, it's still a great event to check out (I guess we all need a little good clean fun once in a while) and we'd rate this rally right up there with the other biguns in the country.

This year featured 35 bands (all free), with a special appearance by the Allman Brothers Band at the 90,000-square-foot Tyson Track Center. There was a lot goin' on and plenty of stuff to choose from at several different locations, whether it be the Annual Fire Fighters Poker Run, Battle of the Bikes, or just being able to wander aimlessly through the hundreds of vendors on site. There was a record turnout for the annual BBQ cook-off, with plenty of great food to sample, along with several raffles and giveaways for Custom Paint, Toy Hauler and H-D's Rocker C.

The rally itself is just not contained to historical Dickson Street. For those who don't ride, the "Blues Train" is available to shuttle folks to the different venues, which also comes in handy if you've had a few too many for the road.

Bikes, Blues & BBQ is a not-for-profit entity and has provided hundreds of thousands of dollars for numerous local charities. Since the year 2000, over $500,000 has been distributed, with over $100,000 being provided for charities in 2007 alone.

For more highlights as to this year's event and for additional information on next year's run please visit the website at bikesbluesandbbq.org. —*Dynamike*

A CUSTOM BIKE EXTRAVAGANZA IN THE CITY THAT NEVER SLEEPS

Las Vegas BikeFest

Photos: Kai

It's safe to say that the Vegas BikeFest has become a biker tradition as deeply engrained in the cultural biker landscape as any of the other big shindigs around the country. Though only 9 years old as of this year's reincarnation, the BikeFest has grown to proportions other events of similar relevance have only seen after decades of excess and depravity—or partying.

Last year, more than 30,000 two-wheeled nomads converged at the Cushman Center, just a mile or two south of downtown Las Vegas and its famed Fremont Street. As in previous years, the place was packed—inside and out—with vendors of all sorts, offering a plethora of goodies to the eager crowd. From the ubiquitous sun glasses and wittily lettered T-shirts, from the more or less useless trinkets to the highly useful part and accessory, anything and everything a biker's heart could want for was to be had.

Of course, there was also entertainment galore. Most of it geared towards the all-American male: a bikini contest and a wild Miss Las Vegas BikeFest contest were held in the Cushman Center's auditorium. The place was packed, the women hot and the crowd went crazy. A Mr. LVBF contest may have drawn a bit less of a crowd, but the mostly female audience was no less enthusiastic.

Meanwhile, outside in the parking lot, a World's Strongest Biker contest was held, with the audience ooh-ing and aah-ing at the muscle-bound bikers as they hoisted beer kegs and reams of tires and pulled a trike replete with riders. If watching people make pigs out of themselves was your thing, you could attend a Hog-Out competition where big-bellied and some not so big-bellied men and women tried to outgorge each other, by feasting on mountains of hamburger buns stuffed with BBQ beef.

Cashman Center wasn't the only hub of activity. At Las Vegas Harley-Davidson, a couple of miles up the street, one of the steamiest wet T-shirt contests ever witnessed by man was taking place. It was a zoo and so was the bar known as Hogs & Heifers which beckoned the biking crowd with a nonstop party.

BikeFest is nothing, of course, if not a temporary Mecca for astounding craftsmanship as displayed on two-wheeled machinery. To that end, the Artistry in Iron competition, held once again inside the Cushman Center, showed off the incredible talents some of the best-known professional custom bike builders are blessed with, builders like Kirk Taylor, Cory Ness, Jim Nasi, Scott Long, Jerry Burrow and El Pitts, just to name a few. The winner, for the second time since the inception of the contest, was Roger Goldammer.

Another hub of bike building prowess—and partying—was Fremont Street, venue for the general custom bike show. Here, the skills and know-how of what we might call the "average" builder were on display, neatly divided into several categories, like Radical Class or Mild Custom Class. All four of five blocks of Fremont Street's covered pedestrian zone were filled with some pretty impressive machinery.

LVFB promoters Harry and Pam Schwartz have once again outdone themselves, turning the BikeFest into an integral part of Sin City's cultural landscape. This year's Las Vegas BikeFest will happen from October 1 through 4. You don't want to miss it!

—Red Baron

For more info and a longer look at last year's party, go to www.lasvegasbikefest.com.

There was entertainment galore. Most of it geared towards the all-American male.

BOO BOO BAGGER

SUMAX BUILDS A BLOWN SOFTAIL

Kirk Van Scoten celebrated 25 years in business with his powdercoating company, Sumax, by building a cool custom bagger this year. He had created a new burple color powdercoat that he was itchin' to use on something, and Walt Sipp over at Pro Charger asked Kirk if he'd be interested in doing a marketing project together. The results can be seen here.

Kirk enlisted the aid of Kevin Boyle, owner of Motorcycle Medic in Pittsfield, Massachusetts, to act as the head wrench on this build. The two main goals for this build were to create an eye-popper of a ride that was also extremely roadworthy.

Kirk Van Scoten's goal was to create an eye-popper of a ride that was also extremely roadworthy.

Sara and Kevin Boyle—owner of Motorcycle Medic of Pittsfield, Massachusetts, who was the head wrench on this build.

The motor went to Hillside Cycle where the Palmer brothers worked their motor magic. They kept it an 88-incher but used their Stage II heads and Woods TW6G cams. This was the first Pro Charger setup to use a carburetor and Kirk tells us that the blower motor, "Has the balls of a grizzly bear. Kevin set up the bike so that it is very smooth at all speeds and doesn't lurch. But twist the wick and your eyeballs land in the back of your sockets." Horsepower reaches the 140 to 150 range. Diamond Heads show-cut the heads for a little added bling.

Though the frame and swingarm are stock, Motorcycle Medic's Wide Drive kit allows the Softail to run a 200-series Metzeler out back. Big Spoke 18-inch wheels from Ride Wright were powdercoated at Sumax with orange hubs and Bentley blue rims. The front fender is a Sumax Hugger made of composite glass; the tanks and other sheet metal give the look of a Street Glide to this Softail. The two-up seat is by the late, great Bob LePera.

Longtime friend Jon Kosmoski took his UK13 Burple paint and added a touch of UK5 Cobalt in order to match the Sumax powdercoating. The finished rich cloak of deep blue shot by Chris Barris really makes this puppy stand out.

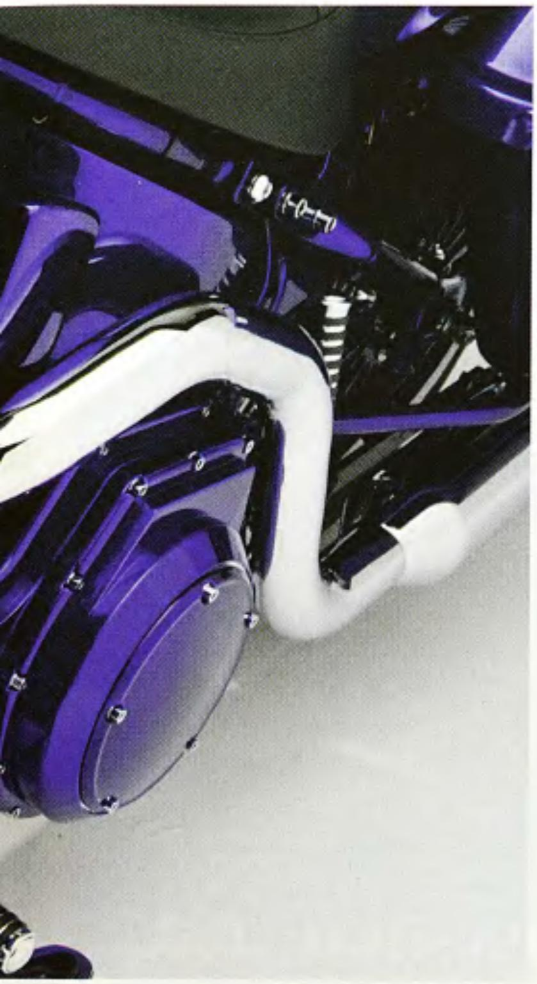
Every bike has a story or two that goes with it. In the case of this blown bagger, Kirk remembers that when his grandson, Justin, was about three years old they used to make up stories about how they would ride motorcycles up into the mountains to fish and camp. Justin started a scrapbook with pictures of bikes that Kirk had built over the years so that they could pretend to take different bikes on their imaginary rides.

"One day I cut my finger with a knife and Justin came to my rescue with ointment and a band aid. He showed me that he had a boo boo on his hand, too," Kirk recalls.

"I guess this makes us Boo Boo Brothers, Papa," Justin smiled.

During one story night Justin told Kirk that they should build a Boo Boo Brothers bike in his favorite orange and purple colors. The rest, dear reader, is Boo Boo Brothers history.

—Dave Nichols



BURPLE BLING

Diamond Heads show-cut the motor's heads *(top)* for a little added bling. The two-up seat *(bottom)* is by the late and great Bob LePera.

Owner: Kirk Van Scoten *(above)*
City: Westmoreland, New York

GENERAL
Fabrication: Motorcycle Medic
Year and make: 2004 Harley-Davidson
Model: Heritage Softail
Assembly: Kevin at Motorcycle Medic
Time: 6 months

ENGINE
Year and make: 2004 H-D
Model: Twin Cam
Rebuilder: Hillside Cycle
Ignition: Dayton Twin Tech
Displacement: 88 cubic inches
Lower end: Hillside Cycle
Balancing: Hillside Cycle
Pistons: Weisco
Heads: Hillside Cycle Stage II
Cam: Woods TW6G
Lifters: S&S
Carb: Mikuni
Air cleaner: Pro Charger
Pipes: Samson

TRANSMISSION
Year and make: 2004 Harley-Davidson
Modifications: gears have been cut

PAINTING
Painter: Chris Barris
Type/color: House of Kolor/Burple and Cobalt

FRAME
Year and Make: 2004 Harley-Davidson
Type: Softail
Rake: stock
Shocks: Harley-Davidson

ACCESSORIES
Bars: Harley-Davidson
Handlebar controls: Jaybrake
Fenders: Sumax
Headlight: Harley-Davidson with Headwinds spots
Taillight: Sumax
Speedo: Autometer
Pegs: Ness
Electrics: Motorcycle Medic
Gas tank: Harley-Davidson
Oil tank: Harley-Davidson
Primary cover: Pro Charger
Seat: LePera
Mirrors: Ness
Grips: Ness

FORKS
Type: Harley-Davidson
Extension: stock

WHEELS
Size: 18-inch
Type: Ride Wright
Tires: Metzeler
Brakes: Jaybrake
Photos: Dino Petrocelli

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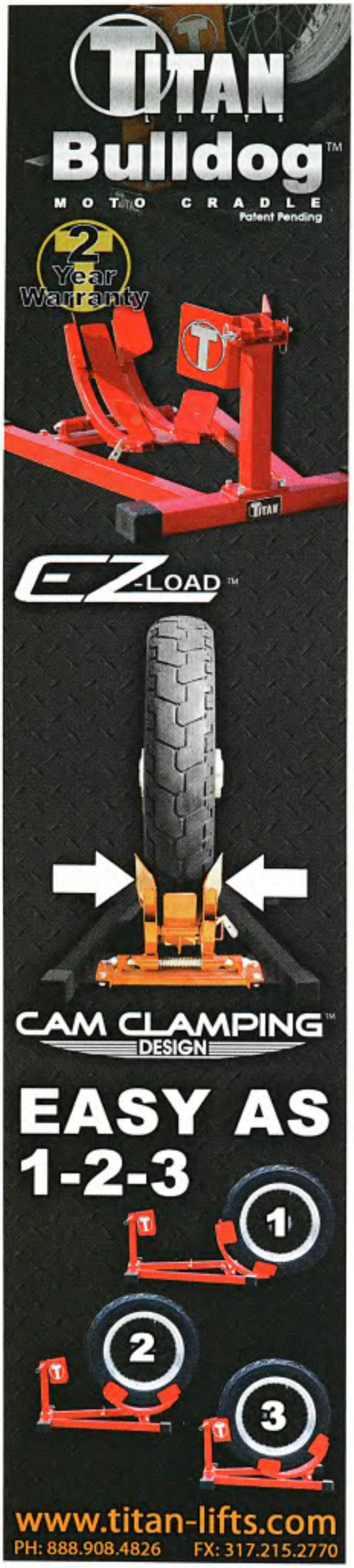
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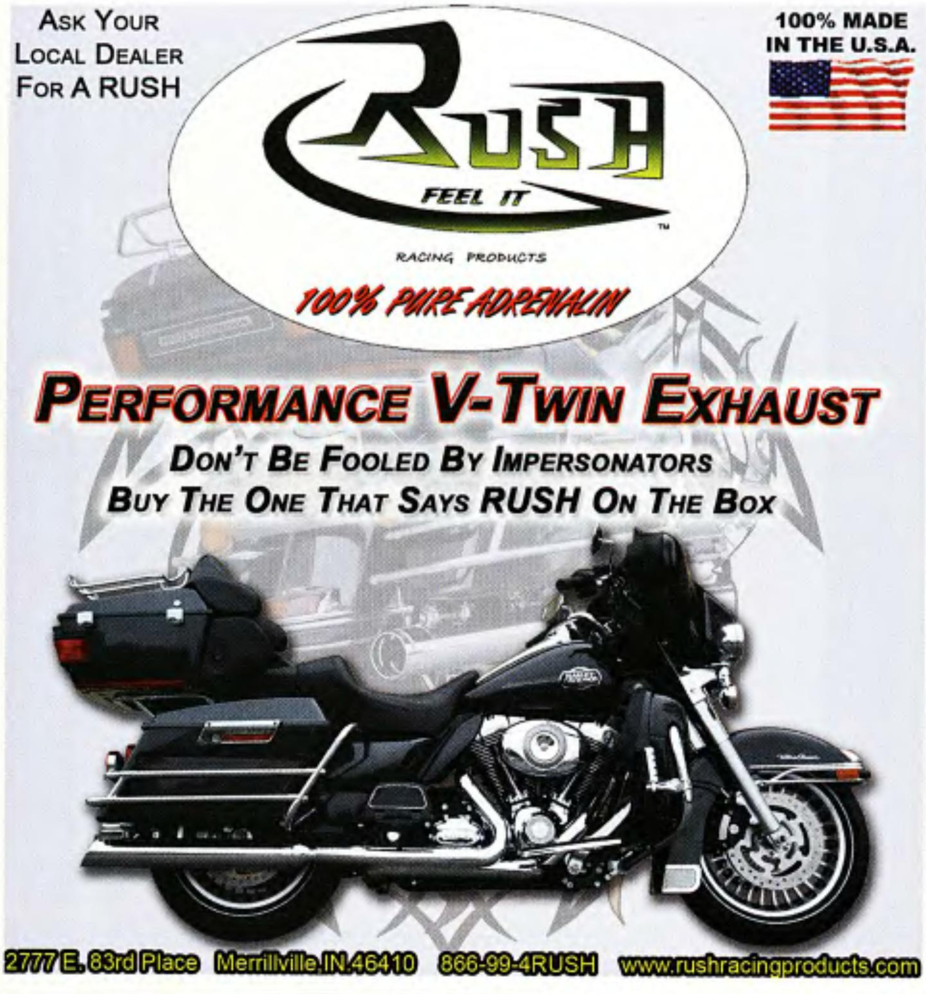
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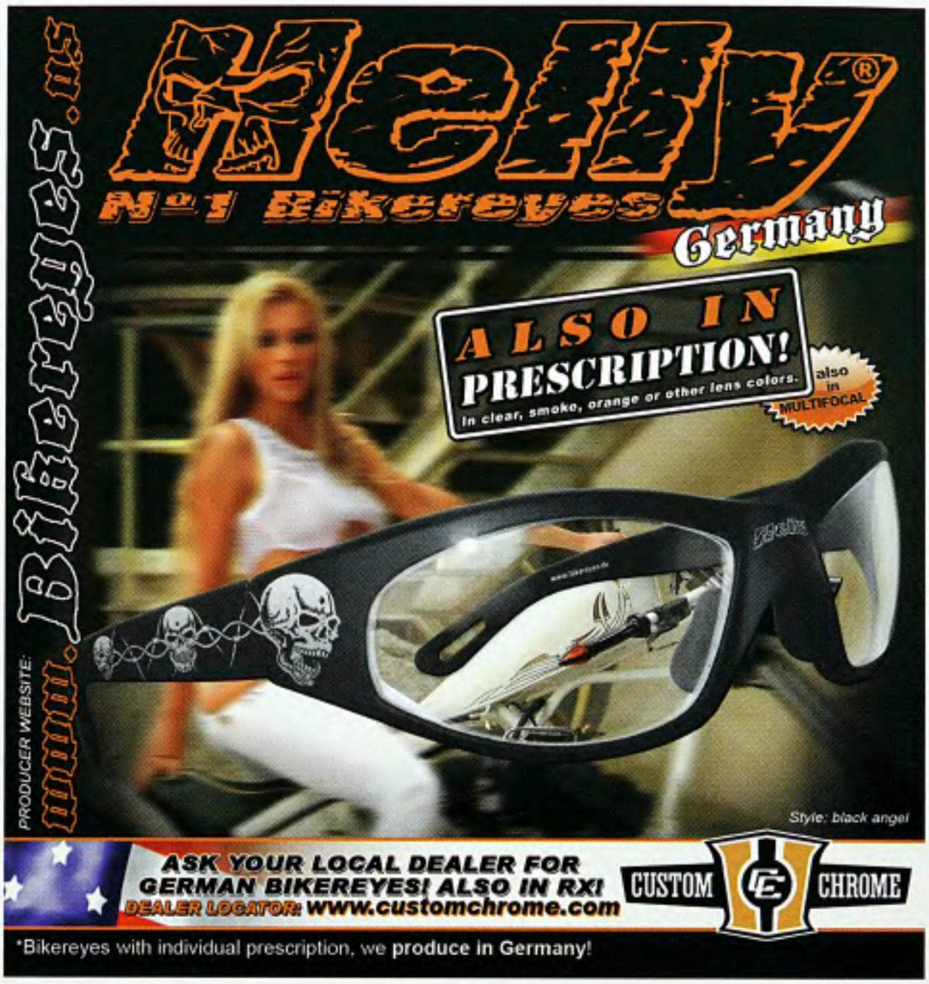
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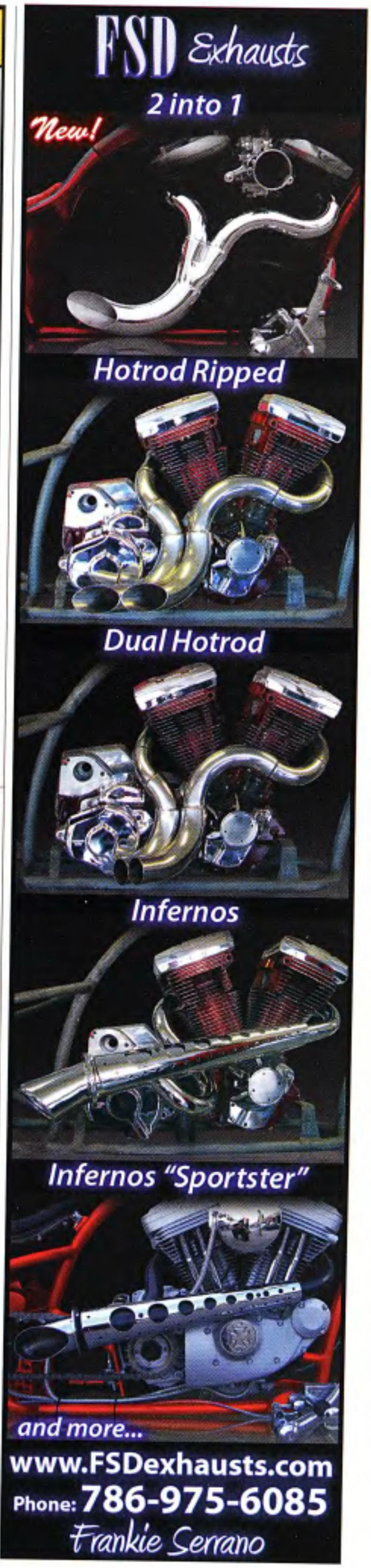
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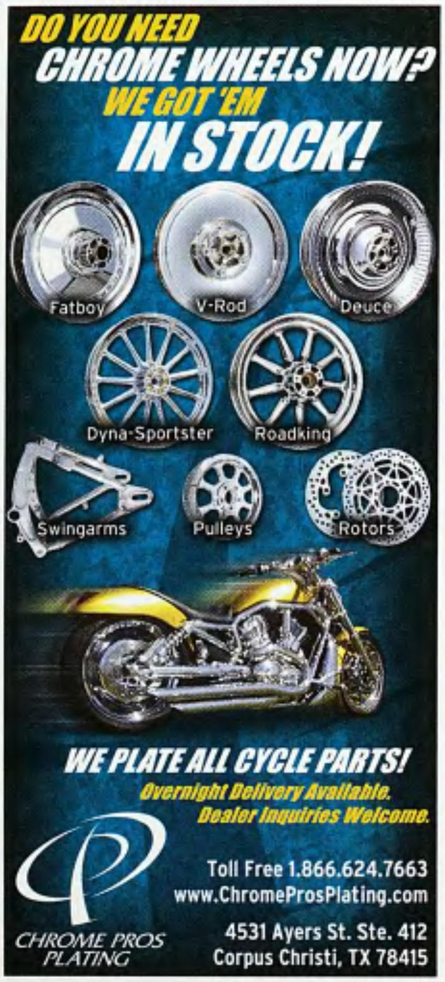

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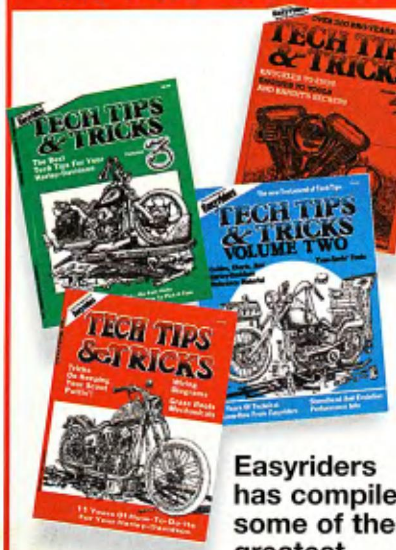

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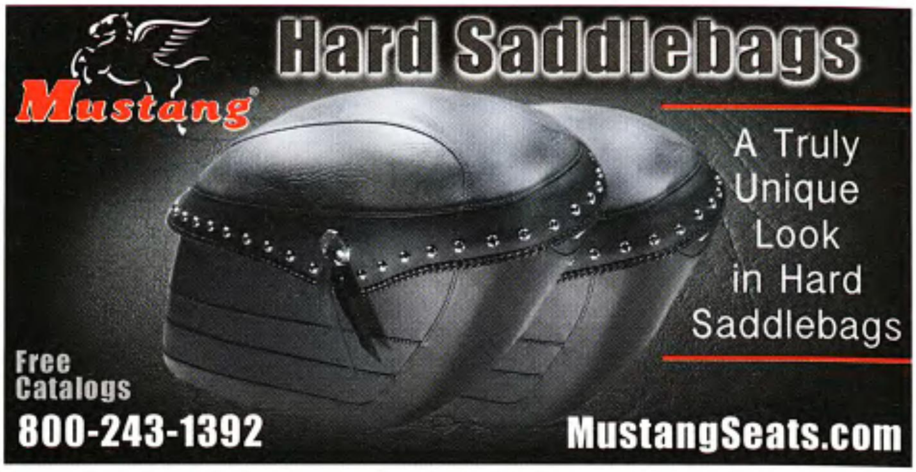

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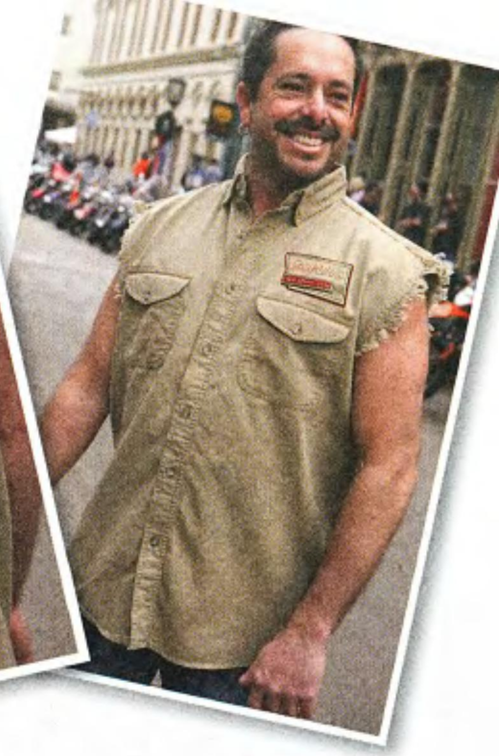

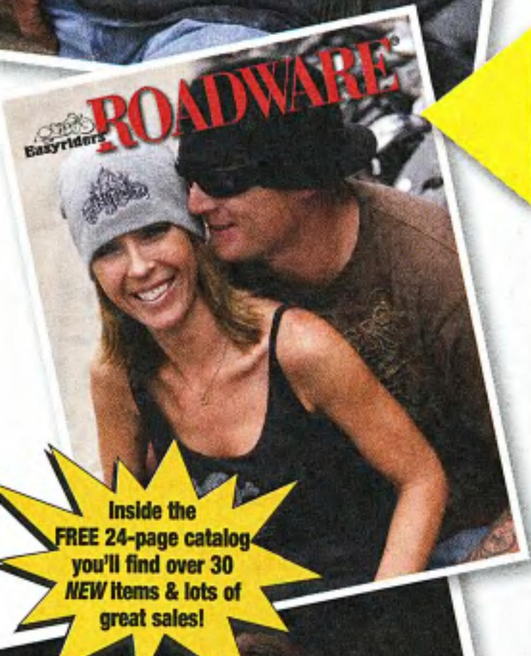

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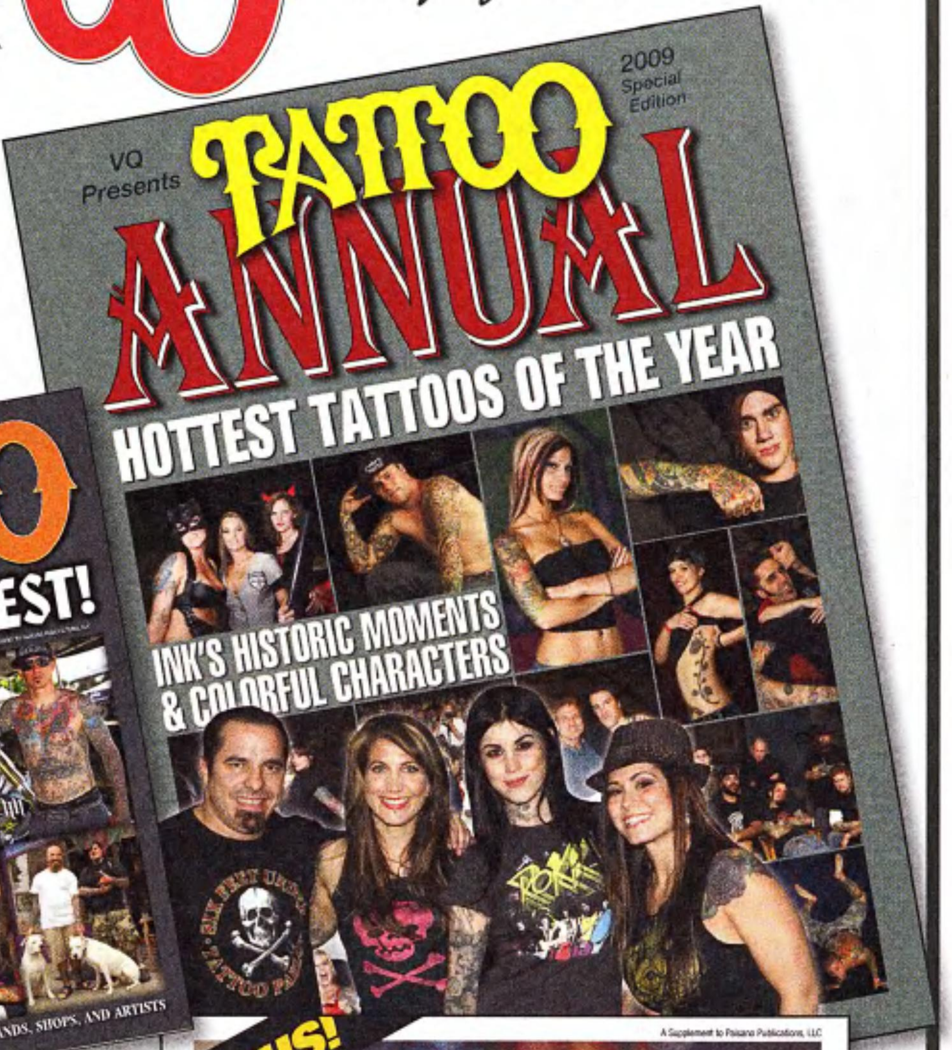

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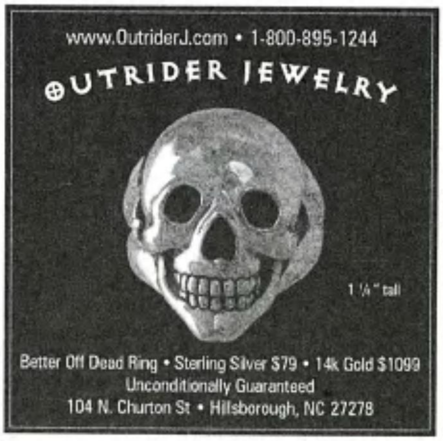

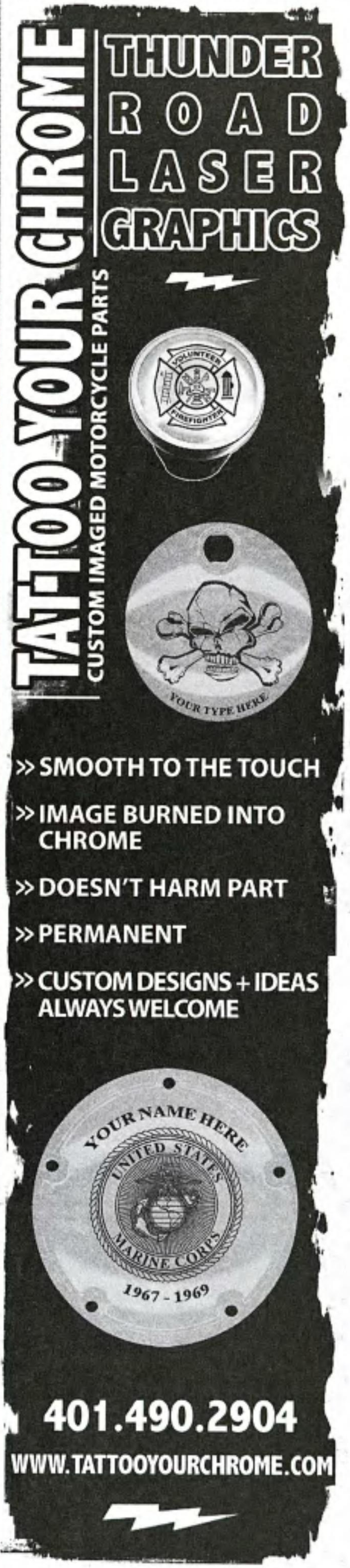

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Dyno-Drags 2009 Season Schedule

Date	Location
February 7-9	V-Twin Expo, Cincinnati, OH
February 13-15	Easyriders Bike Show, Columbus, OH
February 20-22	AVAILABLE
February 27-28	Seminole H-D, Sanford, FL
March 1-8	Destination Daytona, Daytona Beach, FL
March 13-15	AVALIABLE
March 20-22	AVAILABLE
March 27-29	AVAILABLE
April 3-5	AVAILABLE
April 11	Laidlaw H-D, Baldwin Park, CA
April 17-18	H-D of Salt Lake City, UT
April 22-26	River Run, Laughlin, NV
May 1-3	AVAILABLE
May 9	American Legion Poker Run, Champaign, IL
May 15-17	8th Annual Branson MC Rally, Branson, MO
May 22-24	Party at the Pines, Longview, TX
May 30	Biker Bob's H-D, Taylor, MI
June 5-7	Louisville H-D, Louisville, KY
June 13-21	H-D Laconia, Meredith, NH
June 27-28	J & P Cycles, Anamosa, IA
July 3-5	AVAILABLE
July 10-11	High Desert HD, Meridian, ID
July 17-19	Muskingum Bike Times, Muskegon, MI
July 23	AVAILABLE
July 25	Roeder H-D, Sandusky, OH
August 1-2	St. Charles H-D, St. Charles, MO
August 3-9	Full Throttle Saloon, Sturgis, SD
August 14-15	Pike's Peak H-D, Colorado Springs, CO
August 22	Grand Nationals Weekend, Peoria, IL
August 29	Bike Fest, Frankfort, NY
September 3	3 Boomers RoadHouse Waterford, MI
September 12	Longhorn H-D and Buell, Grand Prairie, TX
September 18-20	AVAILABLE
September 25-26	Pig Trail H-D, Rodgers, AR
October 1-5	Myrtle Beach Fall Rally, Myrtle Beach, SC
October 9-11	AVAILABLE
October 15-18	Destination Daytona, Daytona Beach, FL
October 23-25	AVAILABLE
October 30-Nov. 1	AVAILABLE
November 6-8	AVAILABLE
November 13-15	AVAILABLE
November 20-22	AVAILABLE
November 26-29	Happy Thanksgiving
December 4-6	AVAILABLE
December 11-13	AVAILABLE
December 18-20	AVAILABLE
December 25-27	Merry Christmas!

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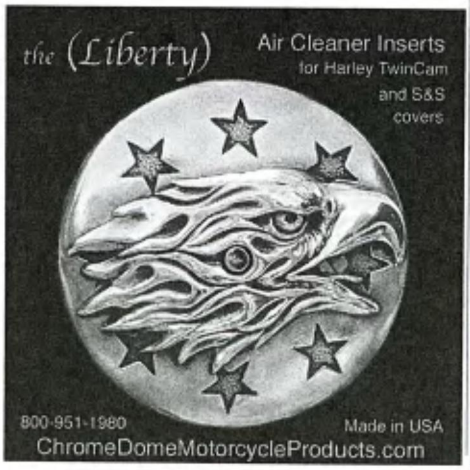

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AD SIZE	DIMENSIONS	AD SIZE	DIMENSIONS
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		1/12 pg	2 1/8 x 2 1/4

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1/3 pg v	$860	$820	$780
1/3 pg sq	$860	$820	$780
1/6 pg v	$570	$550	$520
1/6 pg hz	$570	$550	$520
1/12 pg	$290	$270	$260

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	3x	6x	12x
1/3 pg v	$1,080	$1,020	$970
1/3 pg sq	$1,080	$1,020	$970
1/6 pg v	$790	$750	$710
1/6 pg hz	$790	$750	$710

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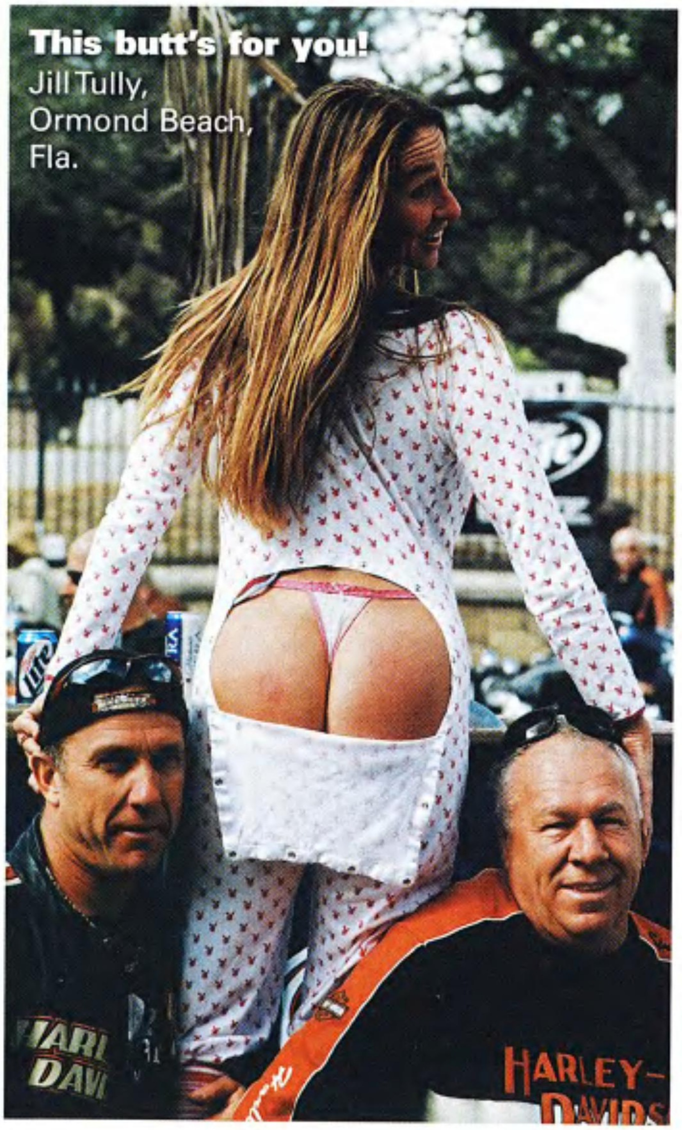

This butt's for you!
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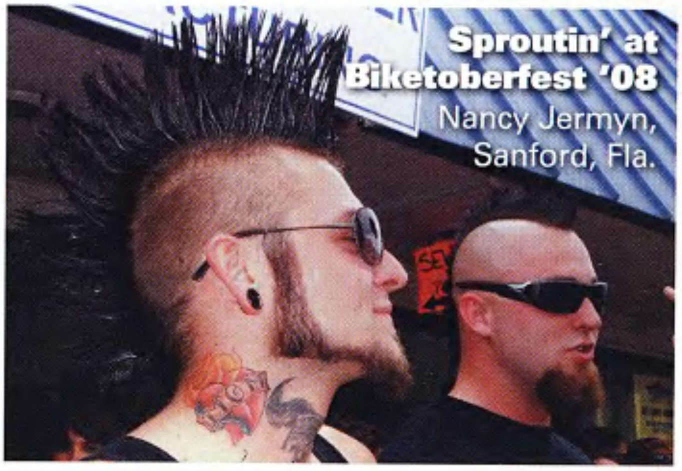

Sproutin' at Biketoberfest '08
Nancy Jermyn, Sanford, Fla.

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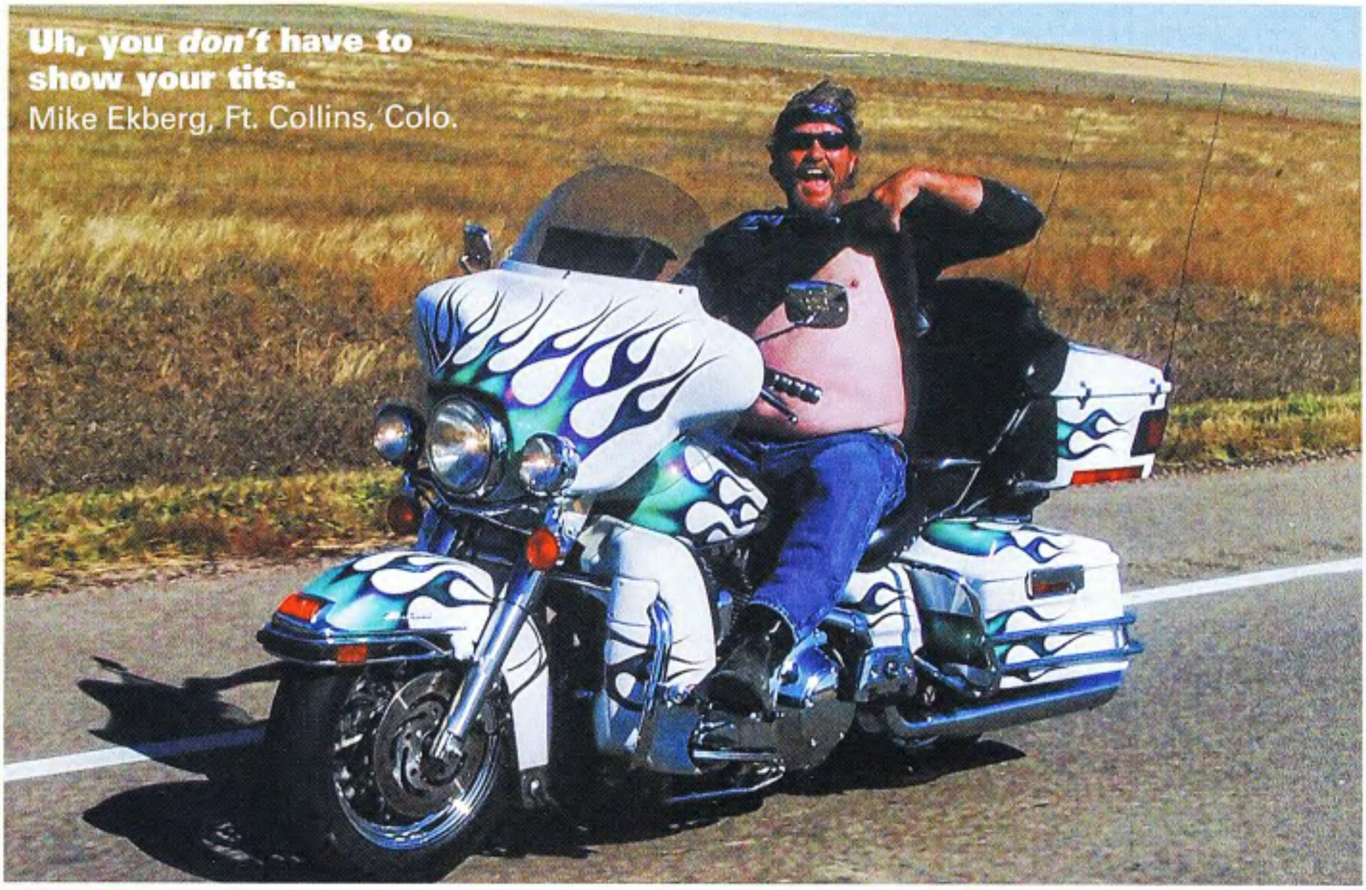
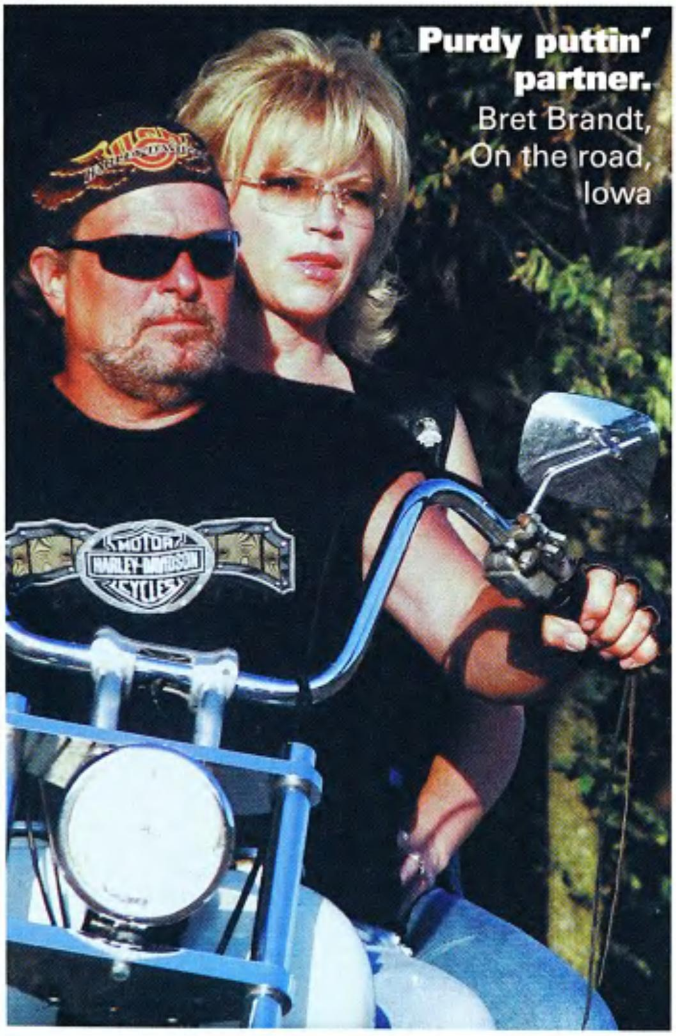
Bob Mullins, ABATE of Ind. Boogie

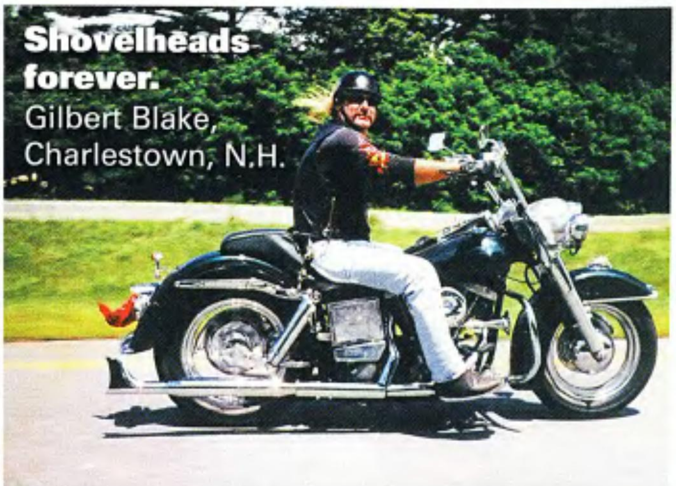


Uh, you *don't* have to show your tits.
Mike Ekberg, Ft. Collins, Colo.



Purdy puttin' partner.
Bret Brandt, On the road, Iowa

Triple your pleasure?
Jill Tully, Daytona Bike Week 2009



Shovelheads forever.
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Stop makin' your boobs stare at me!
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FoxHunt

Meet Your February Winner

Did you know that when James Bond orders his martini…he's being a big pussy? Shaken, not stirred, means you want the ice shaking around your booze. The ice chips melt and dilute your drink. Why is this important? It's not, but your February winner, Malloy Martini, can shake or stir me whenever she wants! I understand she raises some odd animal for pets…a merkin? Need to look that one up. Hell, she even brought it along as an escort to keep her warm for this shoot! Check her shakin' and stirrin' all over Mike turner's scooter!

—Hugh G. Rection

Christine—North Carolina

#0701

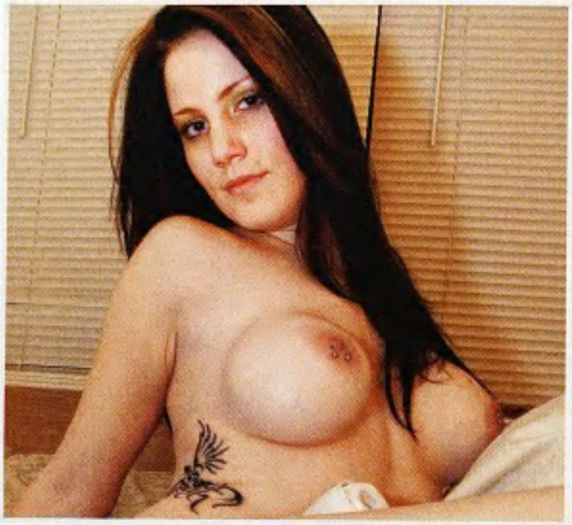
After a night of riding, bar-hoppin' and a wet T-shirt contest, the perfect end of the day was to give him the ride of his life…which I did!"

Yvonne—Canada

#0702

"It was on my boyfriend's FLH. I loved it so much I bought a 1200 Sporty. Now I have better vibrations from my new, reliable, 1200 boyfriend!"

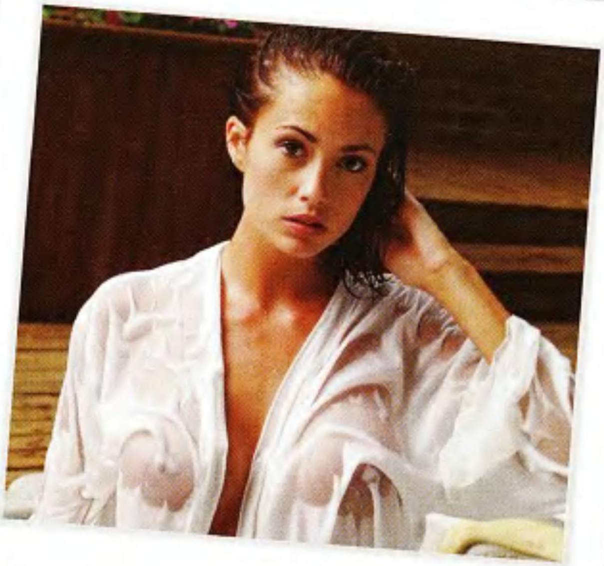
Win $1,000!



Diana—New York

#0703

"I can describe my first ride in just one word—orgasmic. There's nothing else to really say."



Amanda—Kentucky

#0704

"My first ride was just a short four years ago. Very, very cold, but no snow! It was so exhilarating."

Roxanne—Iowa

#0705

"It was a warm summer night in Iowa with the moonlight on my face and the wind in my hair. It was the PERFECT night."

Mandy—Missouri

#0706

"It was amazing! I would ride every day of my life if I could. Plus, there is just something about straddling a bike that makes a girl go nuts!"

FoxHunt

Win $1,000!

After 35 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's drivers license.
- A photograph of the model holding the signed release form and her drivers license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons — in writing — for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard — or on the back of a sealed envelope — and mail it to #433 *Easyriders,* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt), June 1, 2009. The voting deadline for this month's crop of cuties is June 30, 2009. We'll announce the winner in the November 2009 issue.

I say….Shotgun…do it to me right now! C'mon back next month for this Suicide Girl's deadly layout.

433

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:
Address:
City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted on-line, and guys, you can now vote for your favorite girl that way, too. To do either, just go to www.easyriders.com and click on Fox Hunt. *Don't forget to vote! These girls are depending on you!*

THEY LIKE THE BIKE!
HARTOS

Bobber 9

Mike Turner already had eight bikes in his garage before he built this wonderful white bobber, but that's not why he calls it "Bobber 9." When he was younger Mike used to ride flat track, a sport he calls real racing. According to Mike, "Nobody is in it for the money, since there sure isn't a lot of money in it." These days, Mike earns his living by running a masonry business. Along with the help of his friends Scott Queen and Dean Hillman of Cherokee Choppers in Woodstock, Georgia, Mike built this latest custom project as a rolling ode to

Roadster

his favorite flat track racing star, three-time AMA Grand National Champion Jay Springsteen.

This is the first old-school bobber from Cherokee Choppers, so they put the S&S P-series engine together first and actually built the bike around it. Mike got this Cole Foster tank with a rib down the center and envisioned a rear fender with a similar design. While at his local Northern Tool store he got every style of boat trailer fender they had. Back at the shop, Mike cut a radiused section of pipe and turned on the plasma cutter. What was left after the sparks stopped flying is this truly one-off fender.

Mike likes the engine turned finish on the silver leaf in this paintwork so much that he put over 50 hours into measuring and marking dots for precision placement before the leaf was hand applied and augmented by means of a vigorous circular motion. One of the many questions Mike gets about Bobber 9 is, "What's goin' on with the back tire?" It all happened when Scott and Mike were in the shop just after midnight talking about this skinny old whitewall in the back. There was a 5 ½-inch wide rim all laced up and raring to go. Mike and Scott put a ratchet strap around the outside of the old tire and (don't try this at home kids) leaned way back while pumping in over 120 psi of compressed air to seat the beads. It's a

The rear fender is ribbed to match the tank. The owner is very proud of the rear tire/rim as it is extremely narrow for the rim.

140 whitewall on a 180 rim.

Mike says the worst part of any project is when you're finished, since it is always, "Like, what do we do now?" Of course the best possible answer is to go riding, which is exactly what Mike and seven of his brothers did. Last year they took off from the Florida Panhandle and circled the state by riding along the coastline roads as much as possible. Their destination was Daytona Beach for the flat track races. Mike told us that the ride was better than he expected and that seeing the Municipal Stadium full of spectators at the flat track race was really awesome.

Speaking of awesome, this month's Foxhunt Winner is the mouthwaterin' Mallory Martini—a Georgia peach with plenty of juice. *—Cheeseit*

Owner: Mike Turner
City: Woodstock, Georgia
Fabrication: Cherokee Choppers
Year/make: 2006 Cherokee Chopper
Model: Roadster
Time: 5 Months
Chroming: A1 Kustoms

ENGINE
Year/model: 2006/S&S P-Series
Displacement: 88 cubic inches
Ignition: Mallory
Cam: S&S
Carb: S&S Super E
Pipes: Cherokee Choppers

TRANSMISSION
Year/make: 2006/Baker 5-speed w/kicker

PAINT
Molding: Mad Mic
Painter: Cherokee Choppers
Type/color: House of Kolor/ Birch White and Orion Silver
Special paint: Mad Mic

FRAME
Year/make: 2006 Cherokee Choppers
Type: rigid
Rake: 33 degrees
Stretch: 2 inches up, 1½ inches out
Modifications: Cherokee Choppers
Bars: Cherokee Choppers
Handlebar controls: Cherokee Choppers
Fenders: Cherokee Choppers
Headlight: Custom Chrome Incorporated
Taillight: Chevrolet
Pegs: Cherokee Choppers
Foot controls: Cherokee Choppers
Electrics: Cherokee Choppers
Gas tank: The Amazing Cole Foster
Oil tank: Paughco
Primary: Belt Drives Limited
Seat: Cherokee Choppers
Mirrors: none
Grips: Custom Chrome Incorporated

FRONT END
Type: spring
Extension: 2 inches overextension
Builder: Paughco

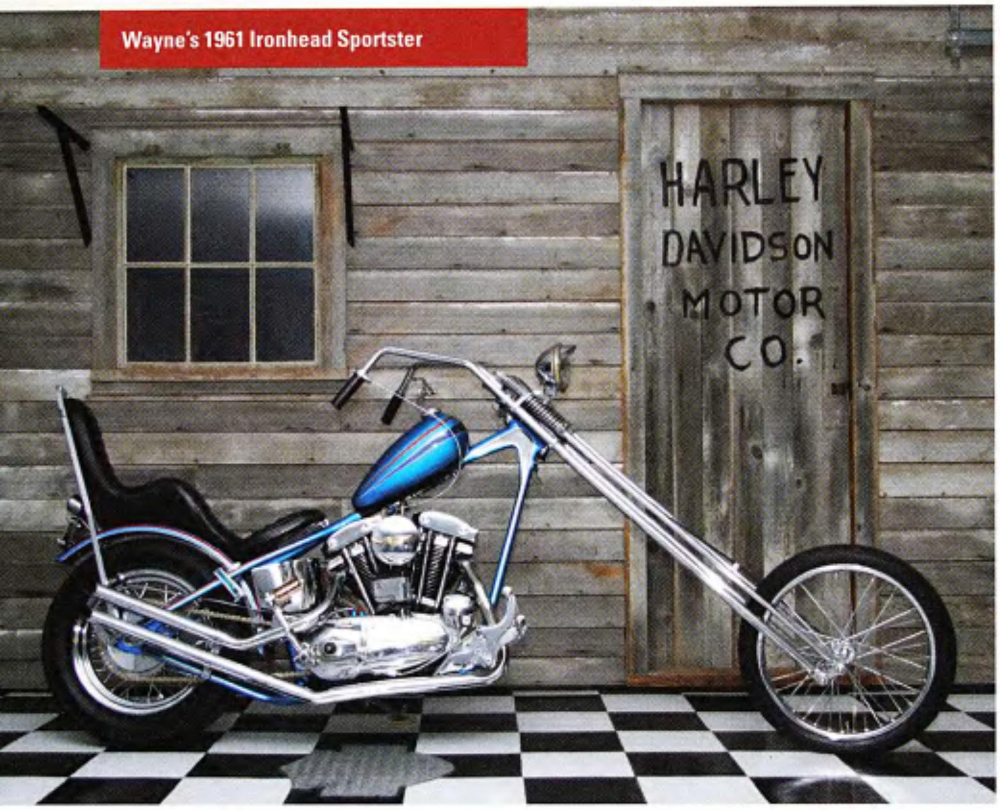
WHEELS
Hub: V-Twin Mfg.
Size: 21-inch front, 16-inch rear
Tires: Avon/Dunlop
Brakes: Harley-Davidson
Photos: Don Rogers

PANHEAD PARTY

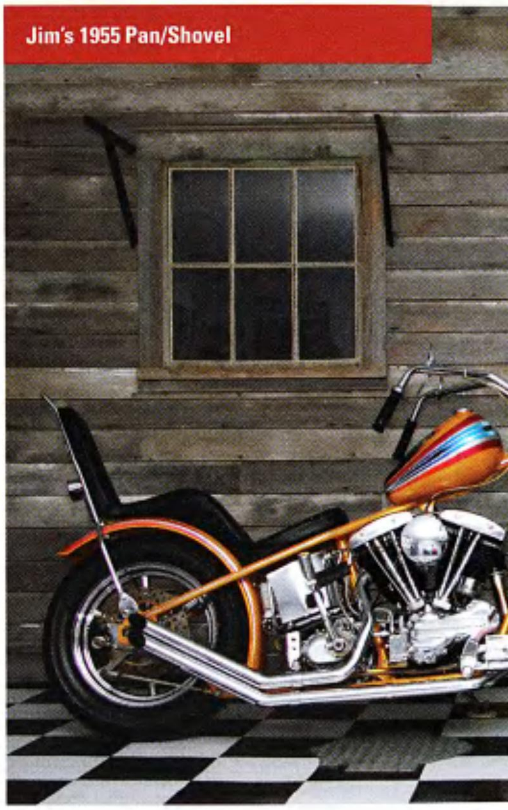
A couple of years ago *Easyriders'* editor Dave "Phantom" Nichols and *BIKER* magazine editor "Clean" Dean Shawler were judging the Kansas City Bike Show. A guy named Wayne Osterhaus walked up and showed them his pristine 1961 Sportster chopper. The bike was straight outta the 70's biker era and had been featured in *Easyriders* years ago.

Wayne and his wife, Nancy, live in Seneca, a small town in northeastern Kansas, and when Wayne's not out delivering some of Anheuser-Busch's famous brews, he's usually hanging out in his garage. Wayne went on to tell Phantom and Clean that a couple of his friends also own old choppers from that era and every couple of years or so they all get together for a small block party at Wayne and Nancy's place, where the three choppers take center stage.

The date was set for July 12 this past summer, and the weather was beautiful for the nearly 500-mile ride from my place to his. Wayne promised some cold Bud Lights and sure as hell, he lived up to his word. I'd already been told about the extravagant Harley display in his garage, which includes an entire wall that depicts the small shed that started it all in Milwaukee a 106 years ago. Framed prints featuring all four fathers of the Motor Company, the 1903 shed and the Number One bike to roll outta



Wayne's 1961 Ironhead Sportster


Jim's 1955 Pan/Shovel

Dean, Wayne and Brycen (l to r).

that shed were all hangin' on the walls, along with many other collectibles and over 50 trophies and plaques from various car and bike shows.

Wayne claims that he loves to paint on anything, and his garage floor is comprised of 700 hand-painted tiles. But the night before the party, he'd been out in his driveway with a small work light until 4 a.m. hand-painting the Bar and Shield logo on the cement. Now there's passion and dedication!

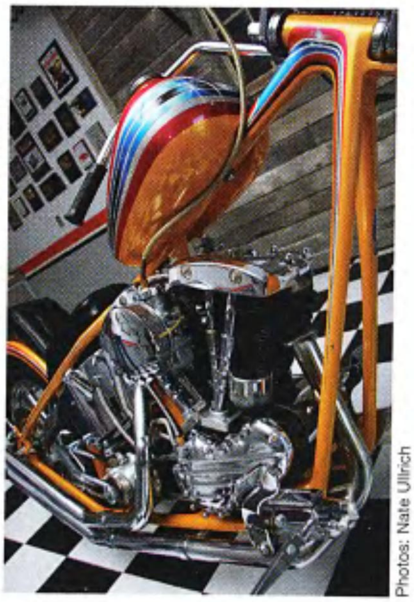
While the garage was clearly a sight to behold, the stars of the party were Wayne's '61 Ironhead, Brycen's '58 pan and Jim's '55 pan/shovel. All these guys have been friends for many years and between them had built the bikes over the last 20-30 years. Sadly, Jim passed away a few years back and his brother Dean now owns the bike. The bikes have seen many good and bad days, but all three were standing tall and proud and look absolutely amazing together. They all feature 20-inch over Springers, hardtail frames with nearly identical dimensions, upswept pipes, king and queen seats and two-piece buckhorn bars.

Although the fellas have slowed down a bit over the years, the fact that they get together and reminisce to talk about the days gone by is one reason why this little party is so special. Dean's always more than happy to bring the '55 in for an event like this so to get all three bikes back together at one time really brings back the memories and is a form of therapy for everyone.

As the night progressed, many of Wayne's friends, family, neighbors and co-workers from all around town stopped by to see these three stars. Wayne fired up the grill for some down home grub and folks kept the tunes cranking on Wayne's juke box, which to no surprise, is sitting in his garage.

—Natanic

Brycen's 1958 Pan



Photos: Nate Ullrich

ReadersRides

Michael Paolangeli
Ithaca, New York
2007 Custom Chopper

Of the three years it took Michael to build this chopper in his very own basement, an extraordinary amount of time was actually spent waiting for parts to arrive. "Some of those parts I waited 10 months for," he says.

Patience is a virtue, but Michael didn't want to be all that virtuous. Instead, he occupied himself with learning some of the finer techniques of bike building by enlisting the help of Big Wheels Turning, a shop in his hometown of Ithaca, where a lot of parts were fabricated. Michael also learned valuable lessons in assembly from his friends at Miller's Motor Works in nearby Newfield.

Hooked up to a Baker 5-speed tranny and a set of Stainless Creations pipes, the '05 96-inch S&S Super Stock mill with its Mikuni carb is pretty much stock, except for the panhead rocker covers it sports these days. "The one thing I regret about the bike is that I didn't use an old-style motor," Michael says. "I really like those."

Other than that, he is a happy camper. The entire bike is based on its Down & Dirty frame, which was cut at the back and reshaped to fit the axle housing and the 18-inch Warlock wheel from RC Components. On the other hand, the front end is a 12-inch-over stock Dragon springer from American Suspension. The sheet metal, including the Russ Wernimont gas tanks with their Fat Katz mounts and caps as well as the Mooneyes oil tank, was painted by JT's Customs in Moravia, New York, where the bike also received some tasteful pinstriping.

This is Michael's second build—the first being a Night Train that he loaded up with chrome bolt-on items—but certainly won't be his last. "I'm thinking of building an old-school bike," he says, finally giving in to his love for old motors. *—Tripper*

Photos: Owner

Photos: Owner

Neil Johnson
Ft. Payne, Alabama
2003 V-Rod

This has to be one of the shiniest V-Rods in existence. That's by design, by the way, and not by accident, like some of you might think. Neil apparently has a thing for chrome, so he sent everything he could lay his hands on to the chrome shop. I imagine he's not allowed by law to ride the bike during bright, sunny days.

Neil bought the bike from Thunder Creek H-D in Chattanooga, Tennessee, brand-new as a 100th Anniversary bike, but it doesn't look much like that anymore. "I did all the work on the bike except for the paint work, which a guy named Bill out in California did for me. Unfortunately, he's deceased now."

Among the long list of parts Neil purchased and bolted onto his bike, is the 280 rear tire kit from Eurocomponents. "Once I got the wheels, I had to send them off to get chromed," he says.

There's also a Legends Air Ride kit for the rear, setting the bike pretty much flush to the ground. "There are a few custom parts that I fabricated myself," Neil admits, "like the fiberglass air dam that's holding the NOS bottle, or the fuel cell covers, which I also sent off for chroming, or even the heat shields on the exhaust; I hand-fabricated those, too." Of course, he also had those chromed.

The only thing left unchromed or otherwise not messed with, is the frame as well as the motor, which stayed unchanged internally. "But it does have the NOS kit on it; …it's injected into the airbox only, so it's still stock tranny and motor, plus the Power Commander for the exhaust," Neil adds.

For Neil, who runs a projector at a local movie theater and is part owner of that business, working on bikes is a lot of fun. He even routinely works on his friends' bikes, but not for profit. "I enjoy working on bikes, but I'd hate to have to make a living at it," is how Neil puts it in perspective.

—Tripper

Comin'AtYa

The August issue of *Easyriders* (No.434) will offer up a ride out to Galveston for the long-awaited Lone Star Rally. We'll take a look back in biker history as the movie *Easy Rider* turns 40 and also bring you our pick of the Top 10 Best Production Bikes of the Year.

You'll find a solid stable of custom bike creations from the likes of New York City Choppers, Satsma Cycles, Covingtons Cycles and Jim Holstein. The tech shed is stuffed with hot new parts and products to make your bike go fast in our Hop-Up Guide, and this is your LAST CHANCE to win a new Harley in the *Easyriders* Sweepstakes!

All this and more is barrelin' your way in the awesome August issue of *Easyriders*.

On sale July 7th.

The June issue of *V-Twin* (No. 98) starts summer off right with our Daytona Special as we bring you the best that this massive Florida run has to offer. Get a great Guide To Hand And Foot Controls, ride for the kids at the *V-Twin* Gala, Auction and Children's Ride and meet featured builder Don Hotop. We'll also test ride Star's Raider and showcase six custom sleds as only *V-Twin* can. *On sale now!*

Biker's hot August issue brings you Miss Marina on Mark Marry's '65 pan. We've got Portland ABATE's Run 21; Bama Bike Fest; and the Iowa AMLR Heartland Romp all in the next leg wettin' issue. *On sale June 16th.*

The September issue of *In The Wind* (No.138) takes you to the 68th running of Daytona Bike Week; as well as a Swedish Viking's view Our feature bike is a bobber built Tim Scates with the exotic Silvia. The 2009 Easyriders Bike/V-Twin Show Tour is profiled in the outsert. *On sale May 26th.*

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